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magazine

August 1974

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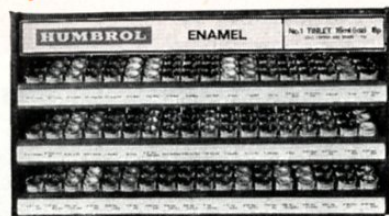
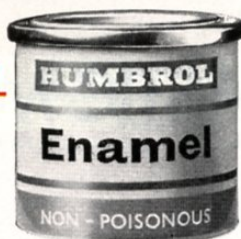
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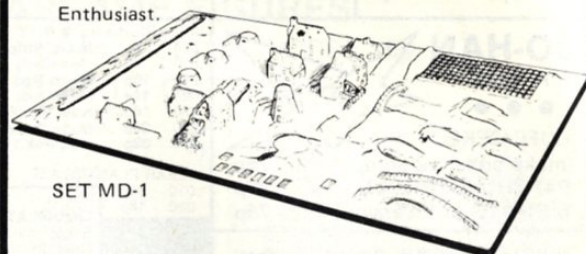
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AIRFIX magazine

August 1974
Volume 15 Number 12

Cover Picture

Saab Viggen, one of two machines kitted out in a new camouflage scheme as mentioned last month. This finish will make the Viggen an even more popular subject with modellers. It is specially designed to tone in with the forests and tundra of Scandinavia although, as seen here, it stands out quite startlingly against water! (Saab photo via Terry Gander).



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August 1974.

FOR PLASTIC MODELLERS

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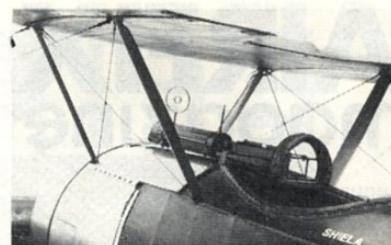
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Terry Gander and Neil Crosby

in the air



Biggin Hill Air Fair



THIS YEAR THE Biggin Hill Air Fair was held from May 17 - 19 and heralded the full flower of the Air Display season. Despite the passing of the years the Air Fair never ceases to offer new delights and while this year's offerings may not have been up to past glories, there was still much to remember.

The main reason for this quiet year was the absence of the Services big display items. The recent fuel crisis prevented the Services from attending in any large numbers although the Army did show off the Sioux helicopters of the Blue Eagles and the Navy came up with their Historical Flight and a Wessex.

The only display team apart from the Eagles was the attenuated Italian Freccie Tricolori flying only seven Fiat G91s, but with the solo display spot as hairy as ever. But the flying show was as varied and interesting as usual.

On show for the first time was the ex-Canadian T-33 G-OAHB in a very fetching black, white and silver livery. The aircraft is owned by Flight Lieutenant O. A. Haydon-Baillie (hence the registration) who also owns another T-33 which is in the process of being painted up in a similar colour scheme. The aircraft will be flown by his brother and the two will then form a team as the 'Black Knights', so that is something to look forward to. The same gent also owns a Sea Fury CF-CHB which was on static display looking a bit incongruous in an RAF finish as WH589 and again, O-HB. To cap even that the same man owns two crated Blenheims which he intends to put in airworthy condition!

Another highspot was the first public appearance of a Pup which was once G-APUP. It would be easy to call this delightful aircraft a replica but it is far more than that. There is so much original Pup in the structure that it would not be going too far to say it is the first Pup to be built since the First World War. The plane took over 14 years to build and construction took place mainly at Horley in Surrey at the home of a Mr St. Cyrien who now goes to the top of the lists of 1:1 scratch-builders! The Pup N1582 has the instruments from the prototype Pup and the engine and much else is all original. It is a delight to see and hear and we recommend all who have even a slight chance of seeing it at a display to do so.

Top close-up of cockpit area of the St. Cyrien Pup showing machine-gun mounting. **Above left** the Rallye Minerve demonstrator showing off its incredible low-speed manoeuvring. **Centre left** the Sopwith Pup shows its paces. **Left** the T33 owned by O. A. Haydon-Baillie, covered in heraldic insignia.



The list of other items of interest is long, but it was nice to see the fly-past of home-builts put on by the PFA. The Rallye Minerve put on its usual display of incredible deadstick manoeuvres including a take-off in less than 30 yards. Beat-ups were the order of the day. We expected Ray Hanna to produce his usual share of rapid low passes but it was a bit of a surprise to look straight down the nose of a Laker 707 and BAF Carvair. A Laker DC-10 also provided a more sedate spectacle on the Sunday, but a very fighter-like performance was put on by, of all things, a Fairlight Heron. An elderly Comper Swift gave a lively little display and two of the RAF's Spitfires gave their usual turn. What with Ray Hanna's Spit there were no fewer than three Spitfires on the field with the even more unusual spectacle of two Sea Furies! Add the first British registered Lear Jet and such lively performers as the Rothmans Stits Specials and you have a small idea of one of the most pleasant air shows to be seen in the UK. Even if it was quieter than usual we ought to feel lucky that the recent fuel upsets have receded enough for there to be an Air Fair at all. Once again, roll on next year! □

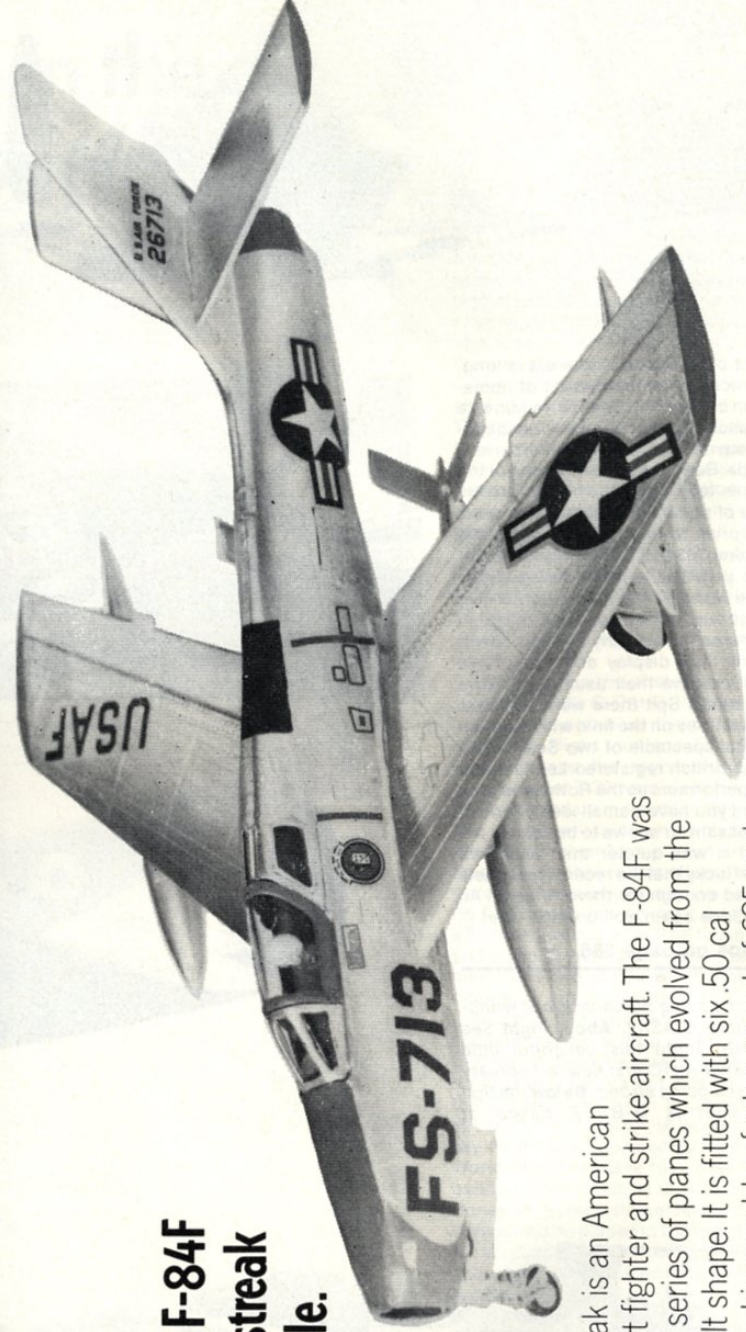
More photos on page 686

Top Ray Hanna doing his usual job of wringing out Spitfire G-ASKV. **Above right** Sea Fury CF-CHB. **Right** this delightful little Comper Swift G-ABTC first flew in February 1932 and is still going strong. **Below** the first British Learjet is G-BBEE based at Kidlington.



NEW AIRFIX MODELS

Republic F-84F Thunderstreak 1/72 Scale.



The Thunderstreak is an American long-range escort fighter and strike aircraft. The F-84F was the last of a long series of planes which evolved from the basic Thunderbolt shape. It is fitted with six .50 cal machine guns. And is capable of a top speed of 685 mph. In all a total of 2,711 Thunderstreaks were built and sold to NATO countries. The kit is completely authentic—including drop-tanks and a choice of USAF or Luftwaffe markings.

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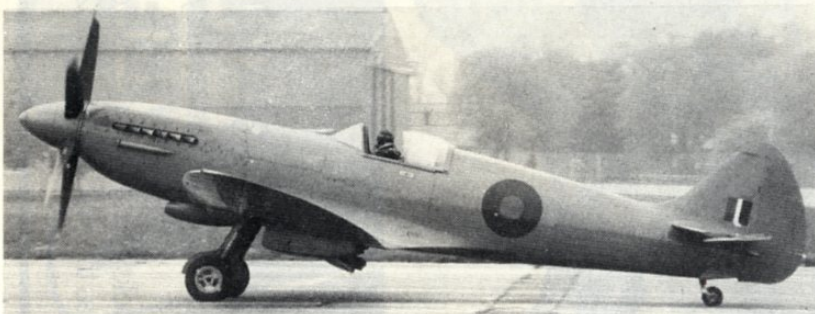
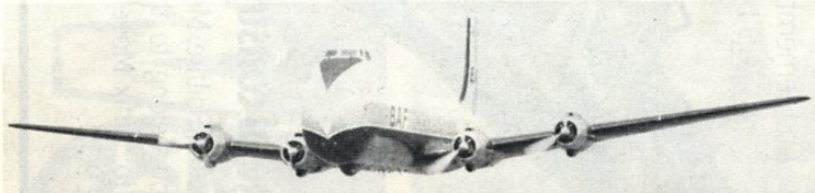
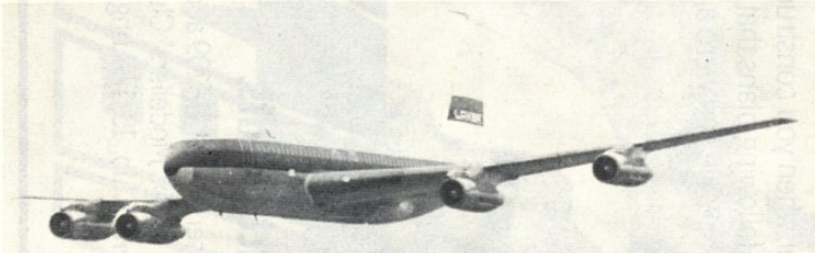
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Top to bottom under all the warpaint is Nord 1002 G-ATBG. Laker 707 in a rather unusual role as ground attack fighter! Another unlikely candidate for the role of beat-up king was the BAF Carvair normally based at Southend. Spitfire PR 19 PS853 in PRU Blue finish. Soon to qualify for the 'still going strong' spot is Fairlight Heron G-ANNO.

THE LONG-AWAITED SdKfz 251 Hannomag in 1:32 scale from Airfix is the first such vehicle to be produced in this popular scale, and although aimed more at the kiddy market than serious modellers can still be turned into a very good replica with a little work.

The principal faults of the kit are as follows: no undercuts at the bonnet sides (due to the limitations of the moulding process using this type of soft plastic); exhaust pipes on both sides when in fact there should only be one; and the additional stowage box on each side at the rear (once again, a compromise with moulding problems).

However, it is worth pointing out that the plastic used on this model is nowhere near as soft as that used on the Airfix 1:32 and 00/HO scale figures, and although not as crisp as polystyrene, can be made to hold a great deal of detail. It can also, fortunately, be glued reasonably successfully using ordinary polystyrene cement, especially if the parts to be glued are lightly sanded beforehand to break down the gloss finish and give better adhesion. The bond is never perfect, however, and any model which came in for a great deal of handling would require frequent repairs.

The first step in detailing the model is to cut the spare (rearmost) stowage box carefully away from each hull side. Fortunately the slope of the hull side beneath this is correct and if you cut carefully, using the sharpest knife you can find, this part of the model should need little more attention. It is most important to use a sharp knife when cutting this type of plastic since it does not take kindly to sanding, and rough bits remaining have to be pared away gently using a razor blade. Once the boxes have been cut away, the gaps in the mudguards can be covered with pieces of 20 thou plastic card, while the back plates of the stowage boxes can be similarly filled with 30 thou card.

The next job to tackle is the undercuts beneath the bonnet. Cut away the whole area shown in the sketch and insert new panels made from plastic card. You may find difficulty in getting these to stay in position, and I solved this problem by filling the inside of the engine compartment with Plasticine first, then facing this with the card. It also gives a stronger bond. Remember that the exhaust pipe assembly on the right-hand side of the vehicle must be removed completely. That on the left-hand side could be replaced by a scratch-built unit, but it is acceptable as it is and could just as well be left.

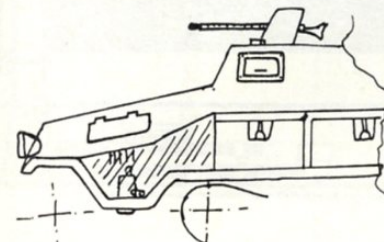
On both SdKfz 251 Ausf A and B versions a deflector plate was usually fitted to protect the pipes and the hull sides. This can be made from 20 thou card following the pattern of the template, but is not necessary as vehicles in action are frequently depicted without.

The tools moulded on the model can be carefully cut away and replaced by ones from the new Airfix Infantry Support Group or the 1:35 scale tools available from Armour Accessories.

The trackwork on the model is crude and greatly simplified, but some careful painting and 'muddying up' soon conceals this. More difficult are the holes in the bosses of the drive and rear sprockets, which must be fil-



SdKfz 251 Hannomag in 1:32 scale



Above sketch showing area to remove (shaded) including exhaust pipe. Below template for deflector plate.

led in. This is difficult to accomplish with plastic card, and I solved it eventually by resorting to Plasticine again, filling the whole of the wheel interiors then smoothing it to shape. The Plasticine should be covered with a coating of polystyrene cement to seal it and give a surface the paint will take on. Before assembling the painted track on to the chassis ensure that you have painted the backing plate, otherwise the grey will show through.

The Ausf B Hannomag was in use during the 1939-41 period of the Second World War, few surviving until much later. This means that so far as painting schemes are concerned the model is limited to the basic panzer grey scheme for Europe or Afrika Korps sand for the desert theatre. The basic panzer grey scheme was frequently overpainted with a mottle camouflage, of course, the most common colours being green or brown. Similarly, during the winter in Russia vehicles were often given a hasty coat of whitewash to blend in with their background better.

There is very little point in going to the expense of airbrush equipment when painting even the largest AFV models of this period, since the camouflage paint used was a thick jelly of mud-like consistency applied by the crews in the field. Frequently the cans of paint seem simply to have been literally thrown at the vehicles! The colour scheme on my model is based on a photo in Uwe Feist's book *Schutzpanzerwagen in Action*, where a German soldier is shown painting thick brown paint or mud in criss-cross stripes on the sides of an SdKfz 250 (the Hannomag's 'little brother', shortly to be released by Airfix in their 1:32 scale 'VIP Transport' range). Afrika Korps vehicles can either be painted sand directly, or the sand

Chris Spain

military modelling



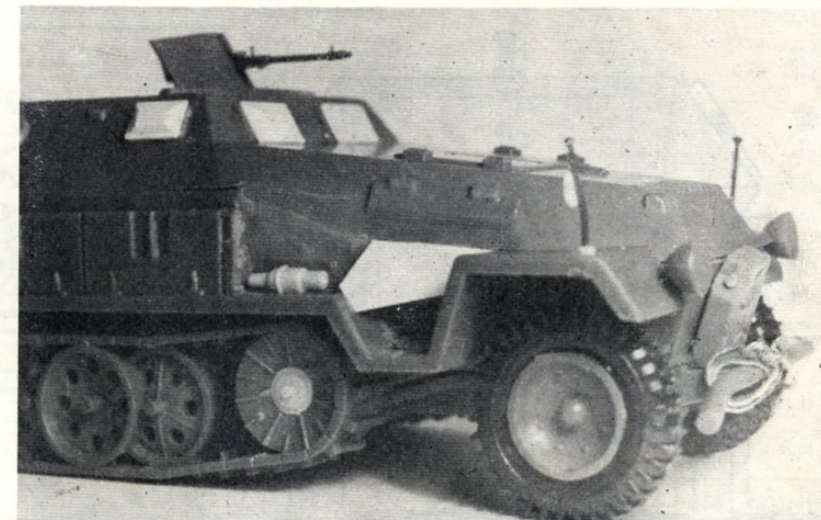
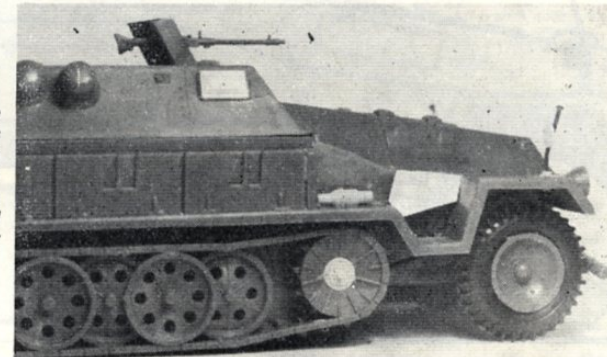
Completed model finished as a vehicle of von Kleist's 6th Panzer Division in Russia, 1941

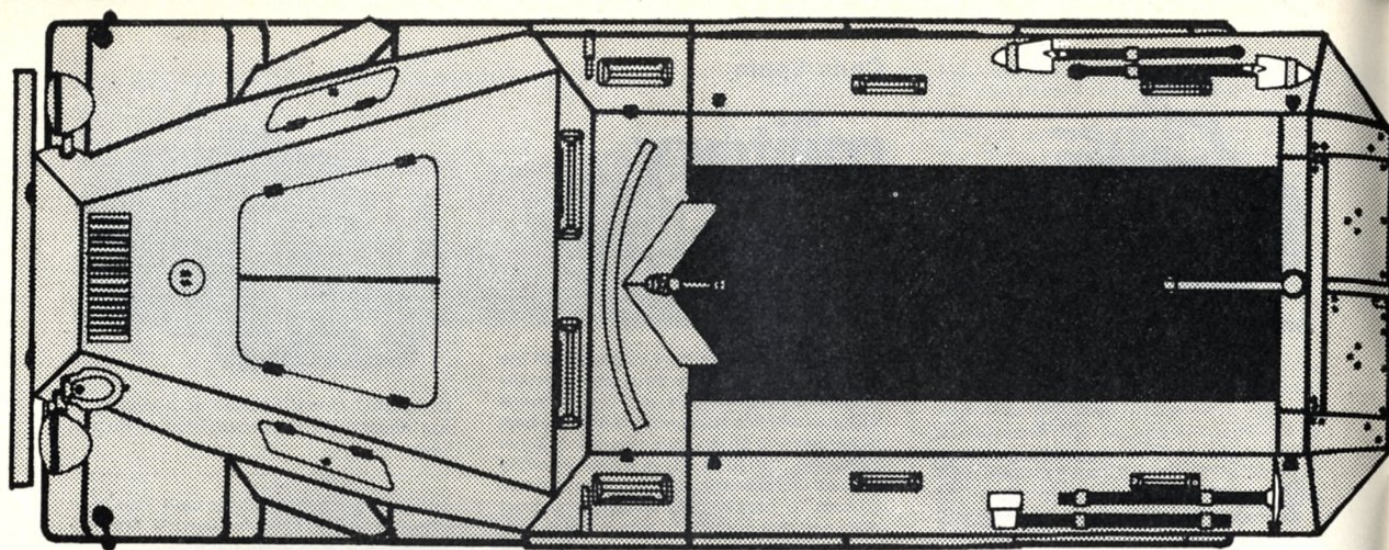
with ones made from plastic card. This is an easy job and the accompanying drawing shows the size to make them.

To supplement the MG 34s on the standard SdKfz 251 and provide some anti-tank capability, additional armament, principally consisting of obsolete guns, was often mounted on SdKfz 251s from 1940 onwards.

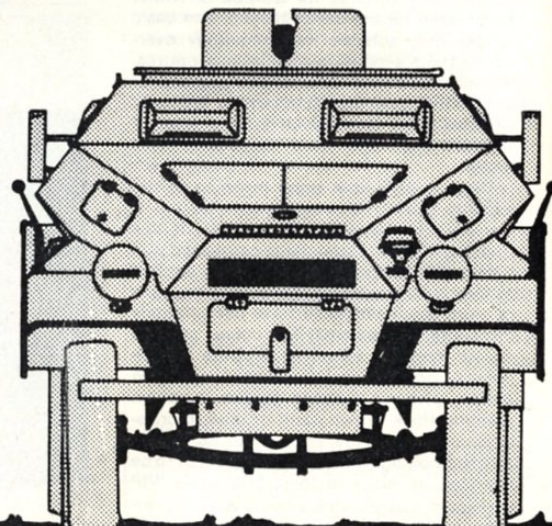
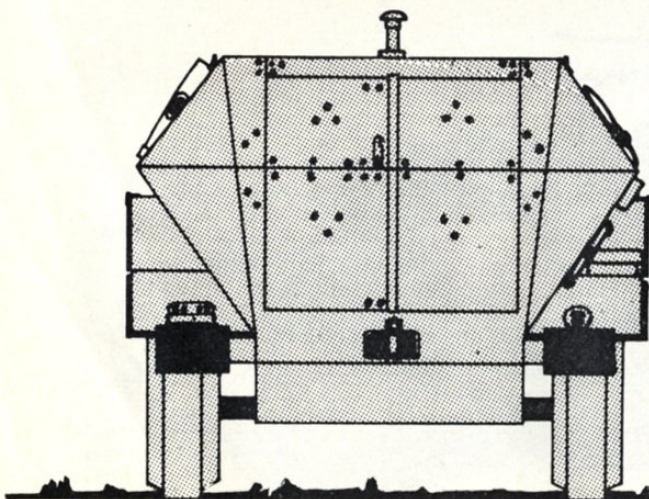
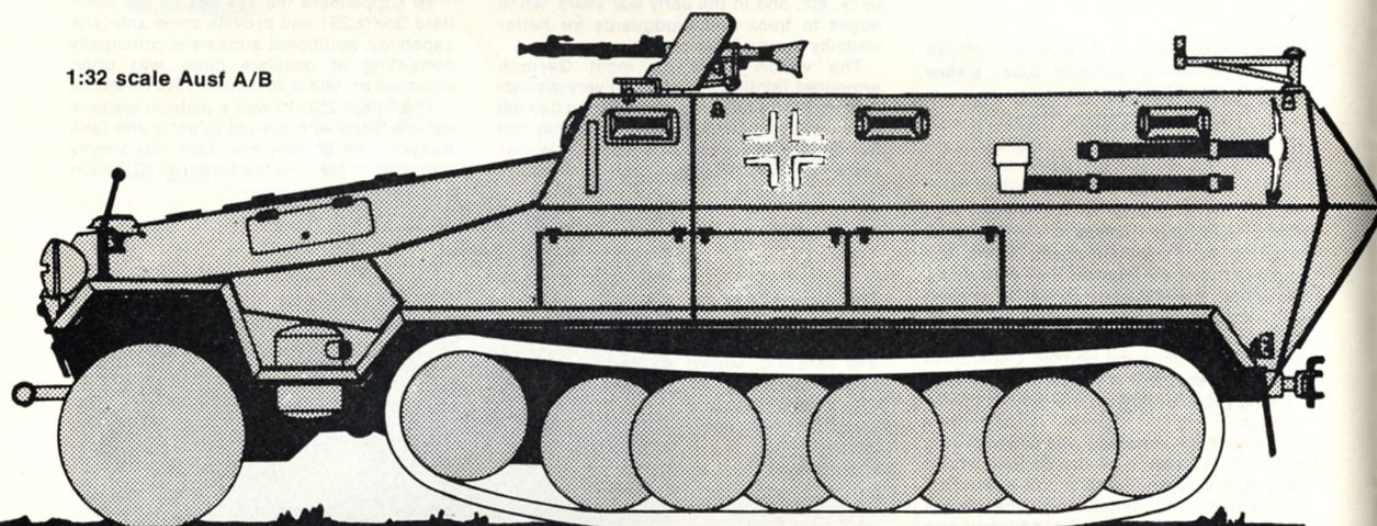
The SdKfz 251/10 was a platoon leader's vehicle fitted with the old infantry anti-tank weapon, the 37 mm Pak. This was simply mounted in place of the forward MG 34. On

Two close-ups of the front of the author's model after trimming and detailing, shown before painting so that all additions and alterations are clearly visible.





1:32 scale Ausf A/B



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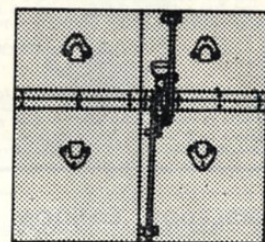
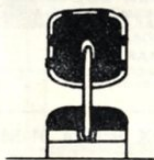
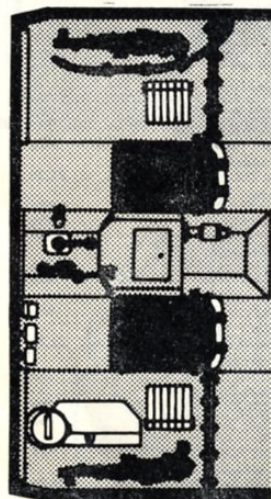
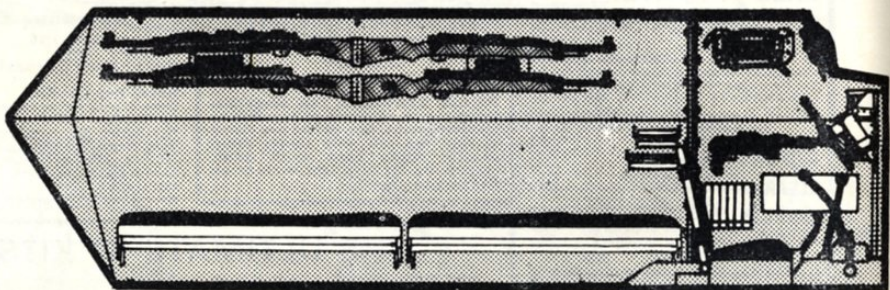
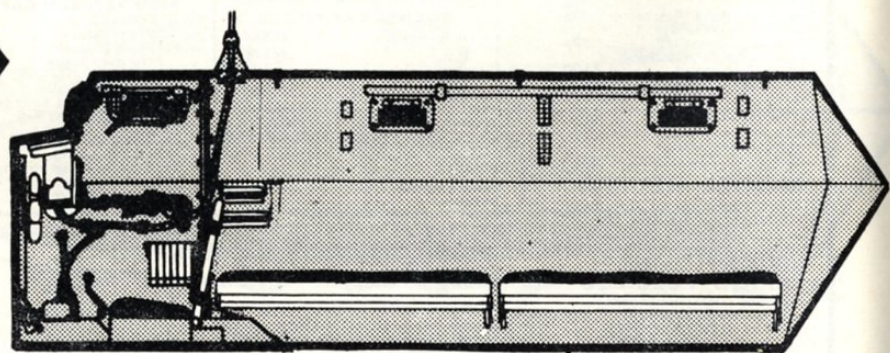
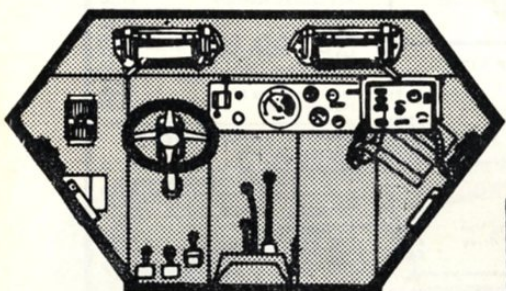
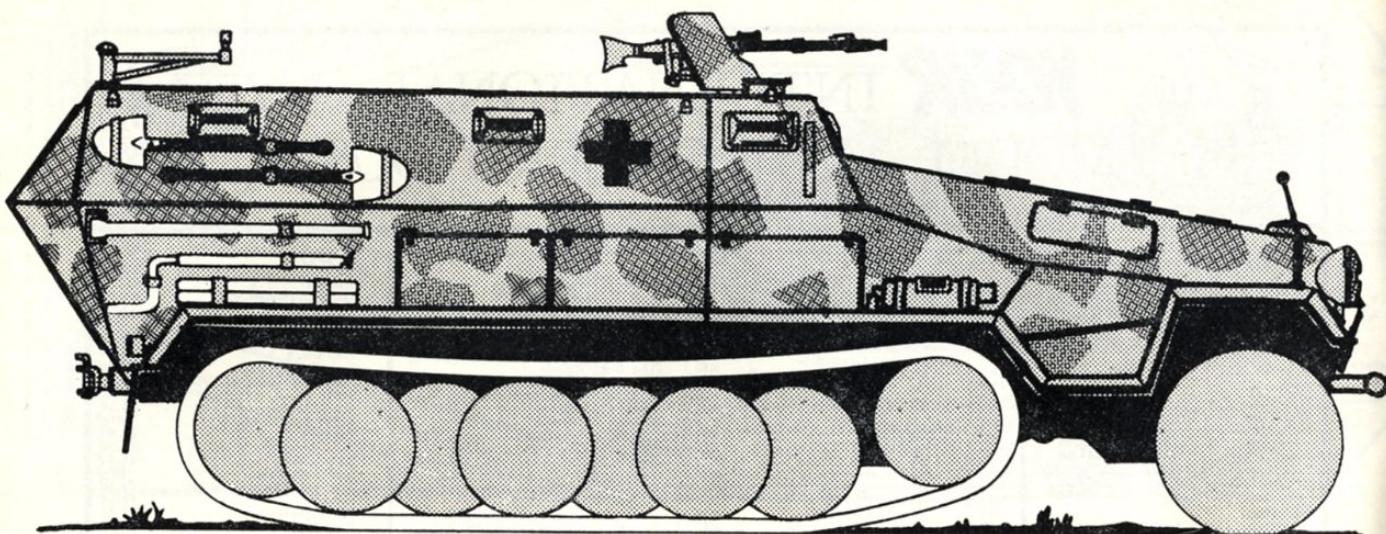
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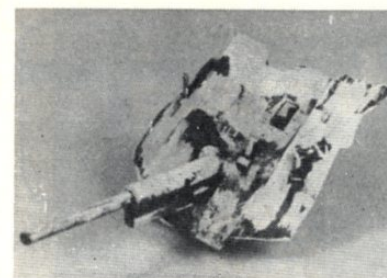
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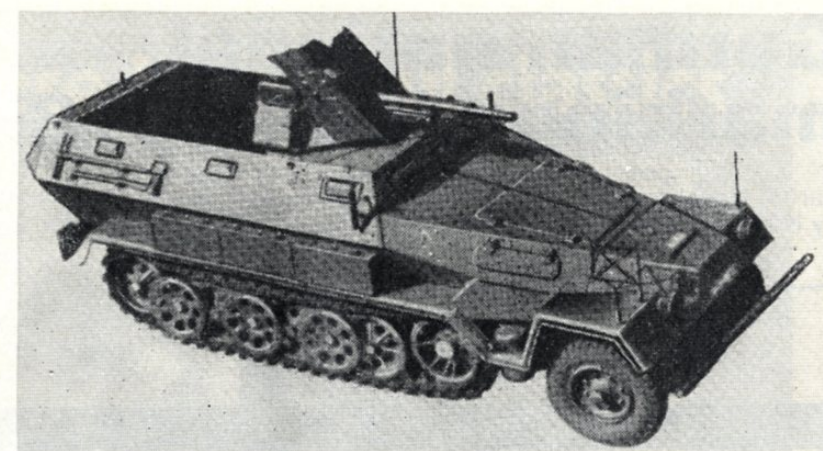
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All drawings on this page 1:32 scale. **Top** typical camouflage scheme of panzer grey with irregular splotches of red-brown or dark green. Other drawings show interior details of Ausf A/B, including small-arms stowage, driving position and controls, driving seats, passenger seating and interior of rear doors, enabling any modeller to super-detail their models.

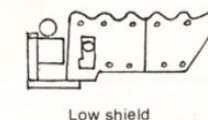
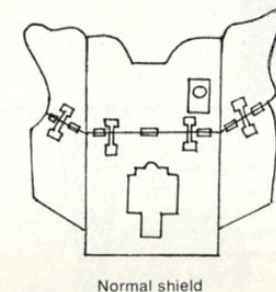


Above view of the author's 37 mm gun before fixing to the Hannomag. **Right** an SdKfz 251 fitted with the 37 mm gun (Peter Chamberlain collection).



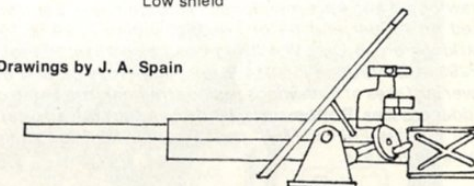
early models the shield from the field carriage was used unmodified, but later a more suitable design was introduced. The gun was not terribly popular as by 1940 - 41 it had little effect on enemy armour, but it is not difficult to scratch-build and adds character to the model. More details can be found in Terry Gander's book *German Anti-tank guns 1939 - 45* (Almark), which features photos of the SdKfz 251/10 in North Africa mounting the unmodified 37 mm gun shield.

The drawings show the main details of the gun's construction. The barrel is from sprue sanded to cylindrical cross section with the end drilled out to represent the hollow bore. The small handwheels can come from an Airfix 88 mm gun or similar. The gun is mounted in exactly the same place as the MG, and this is best accomplished by drilling out a hole to take the gun pivot. The shield is quite straightforward. The centre portion is flat 20 thou card with the sighting aperture and the hole for the barrel cut out, then the side pieces are added at a slight angle. Alternatively, the 37 mm gun from the Midori SdKfz 250/10 could be used since this kit is closer to 1:35 than the stated 1:40 scale, but the gun is still slightly too small of course. □

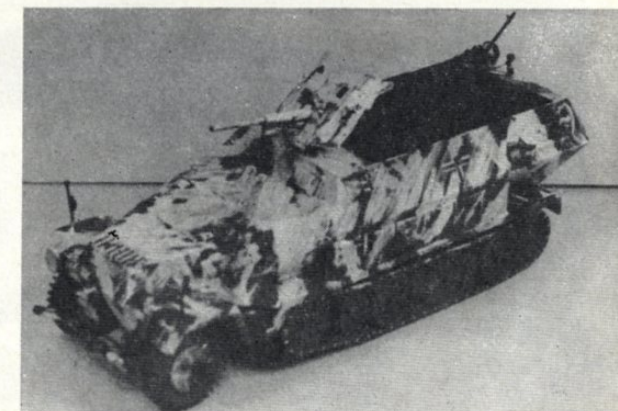
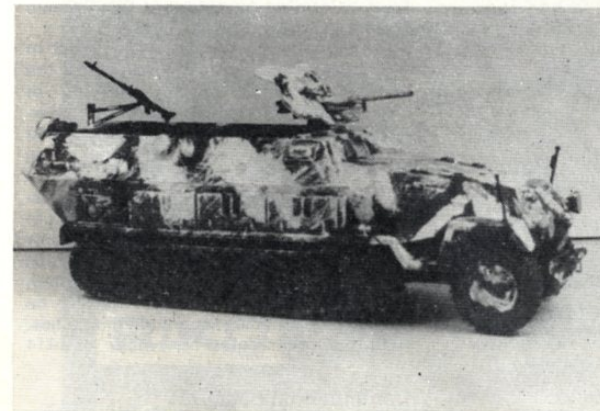
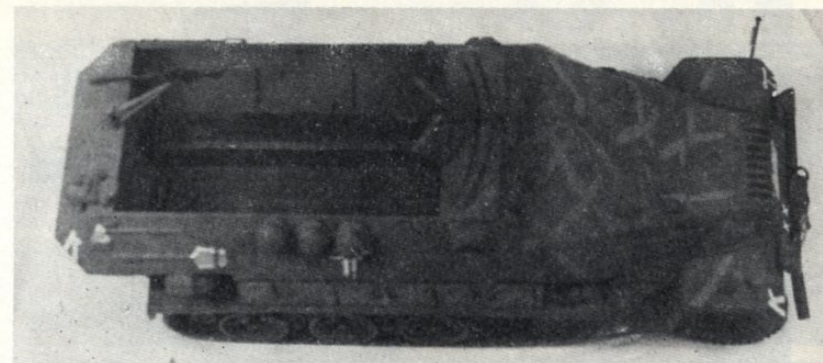


1:32 scale

Drawings by J. A. Spain

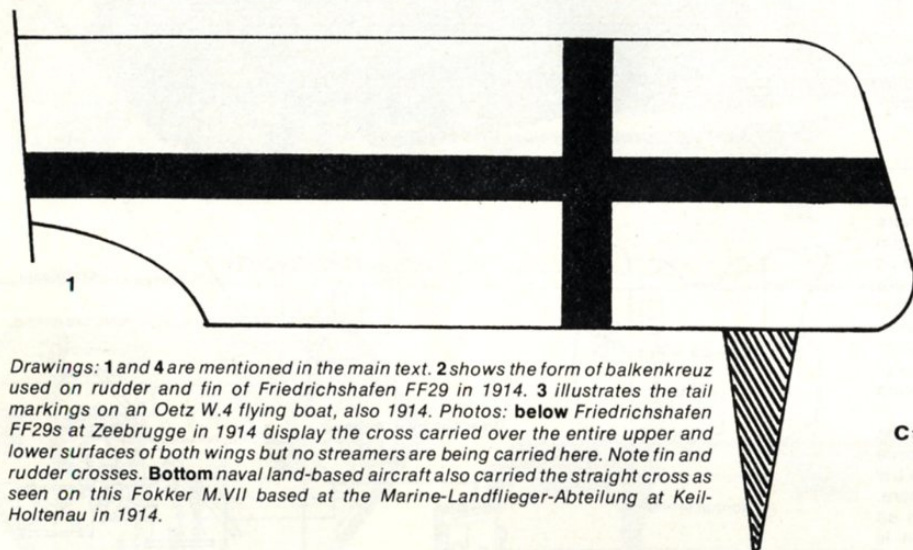


Right another view of the basic Hannomag detailed as described. **Below** two views of the model with 37 mm gun finished in a rough 'whitewash' camouflage scheme.

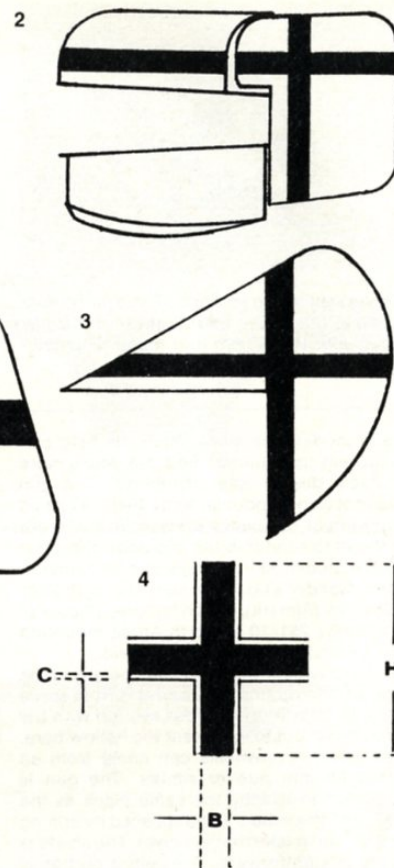


German national markings 1914-1918

Part 4: Naval aircraft, August 1914 to November 1918, by Harry Woodman



Drawings: 1 and 4 are mentioned in the main text. 2 shows the form of balkenkreuz used on rudder and fin of Friedrichshafen FF29 in 1914. 3 illustrates the tail markings on an Oetz W.4 flying boat, also 1914. Photos: below Friedrichshafen FF29s at Zeebrugge in 1914 display the cross carried over the entire upper and lower surfaces of both wings but no streamers are being carried here. Note fin and rudder crosses. Bottom naval land-based aircraft also carried the straight cross as seen on this Fokker M.VII based at the Marine-Landflieger-Abteilung at Keil-Holtenau in 1914.



NAVAL AIRSHIPS IN true naval tradition flew the Imperial Naval Ensign from their sterns and there is at least one picture of an early German naval aircraft flying a miniature ensign from the tail. However, a flag is a most impracticable form of identity for aeroplanes and at the outbreak of war, German naval aircraft carried crosses but with a difference.

The German Imperial Navy, like the RN, had an independent spirit and whilst the Army was to some extent dominated by the Prussian military caste the Navy was not and indeed, it was in fact senior to the Army for there was in existence a 'national' German Navy before the formation of the German Empire in 1871.

It may be that when the war started in August 1914 some units anticipated the instructions regarding the carrying of crosses as identification markings. However, the first order to this effect was dated September 14 1914 and consisted of an illustration to show the type of marking to be carried by all Naval aircraft. The cross illustrated was straight and elongated, stretching the full length of the bottom wing only (undersurface), presumably so that warships could identify the machines. The instruction also stated that red streamers were to be carried to overcome recognition difficulties. A further order dated November 10 1914

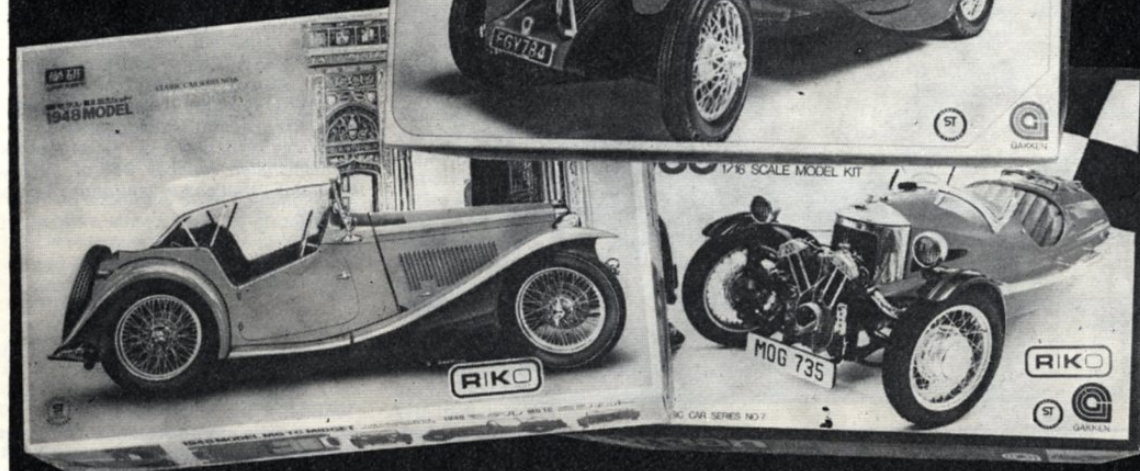
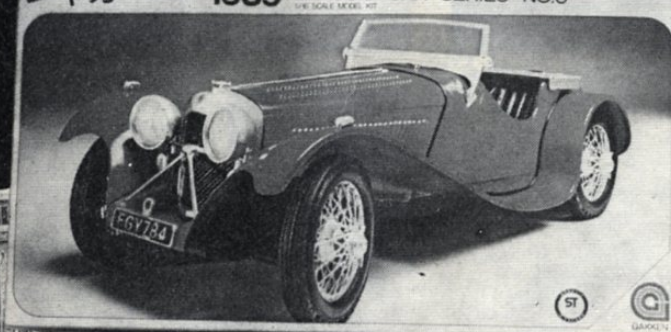
Continued on page 694

Build these beautiful classics

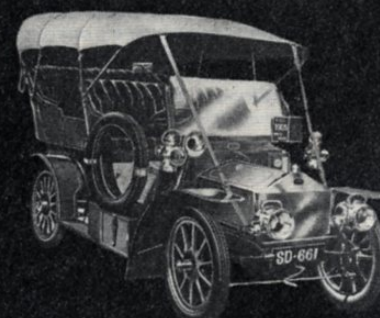
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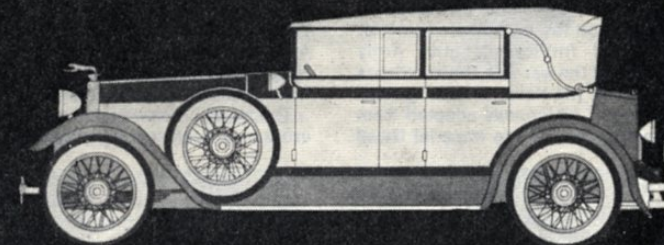
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ジャガー 1939 CLASSIC CAR SERIES NO.8



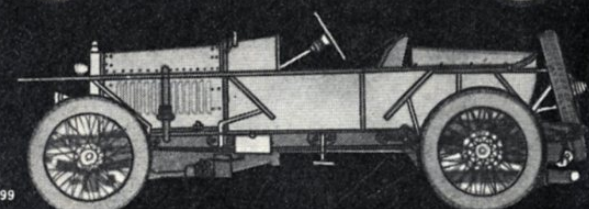
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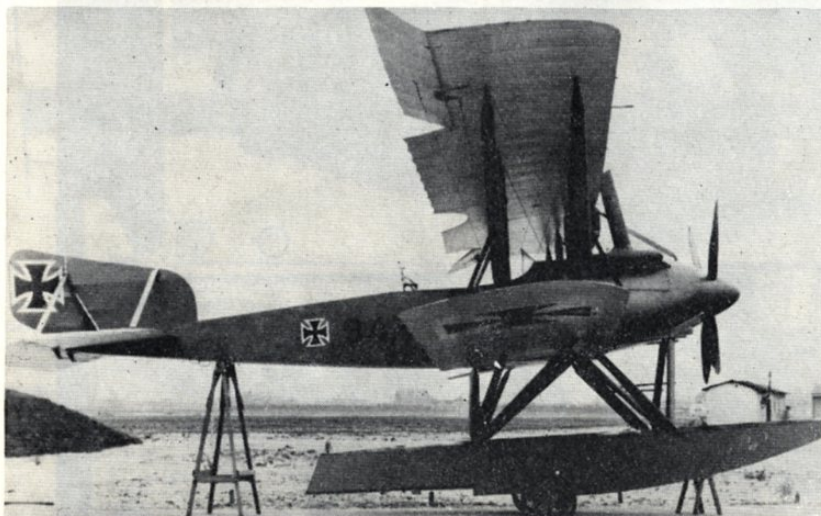
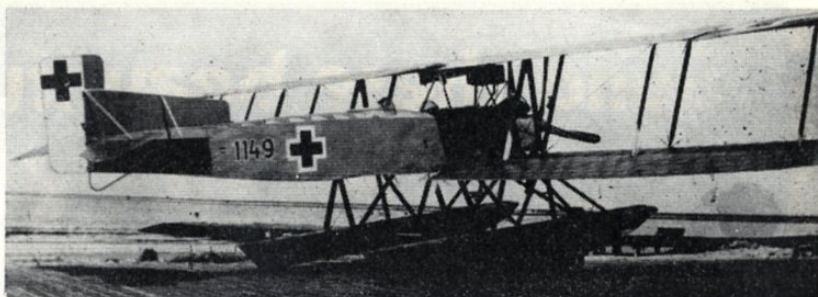
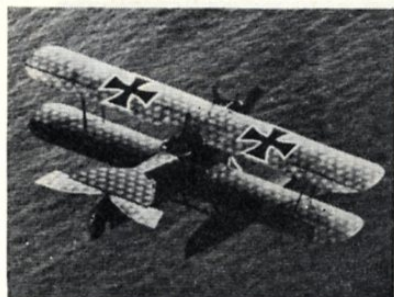


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Top left good view of upper wings of Hansa-Brandenburg W.12 seaplane showing crosses in correct proportions but placed well inboard. Photo probably taken late 1917. **Above** Lubeck-Travemunde F.2 number 1149 shows the adoption of the balkenkreuz in a form similar to army aircraft in April/May 1918. **Left** K.W. (Kaiserliche Werft) Wilhelmshafen number 942 of 1917 well illustrates variations in the forms of crosses carried.

Continued from page 692

went further and stated that the 'balkenkreuz' was to be carried on the length of the wings (as indicated in the drawing issued with the previous order) and a long red streamer was to be flown from the trailing edges of the lower wings.

It would appear that the order was taken very literally by some units for some machines had the long black crosses (see sketch 1) on upper and lower surfaces of both wings. At the same time an elongated cross appeared on the tail surfaces (rudder and/or vertical fin). Whilst the Army machines started the war with the Iron Cross as their marking, the Naval aircraft sported the 'balkenkreuz' which was adapted from the principal feature of the Imperial Naval

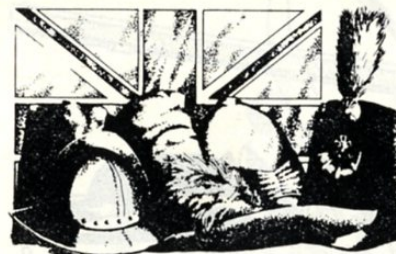
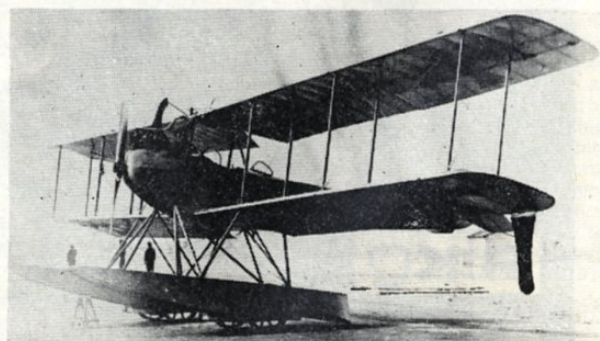
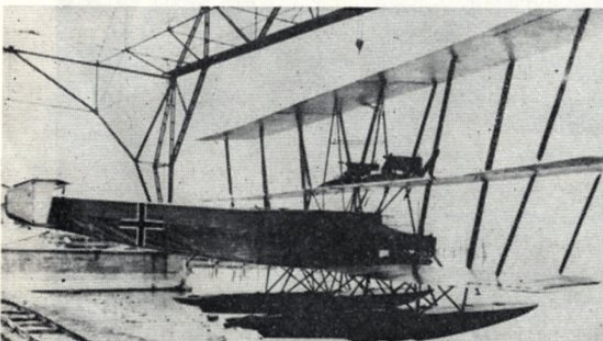
ensign. The marking instructions applied equally to land and seaplanes.

The date on which the Iron Cross was officially adopted by the Navy is unknown to the writer but it was probably in early 1915. Like the Army machines there was a considerable variation in form, and it is assumed that when the Army order was issued in July 1916 some standardisation occurred. The aircraft delivered fresh from the factories would carry the cross in the approved format. The Iron Cross continued as the Naval aircraft marking until about June 1918 for at about the same time as the orders for the German Army aircraft cross were being issued, the Navy issued a parallel instruction regarding the crosses to be carried on their machines.

The Naval cross was different to the Army cross inasmuch as the vertical and horizon-

tal bars were more substantial. The proportions are shown in sketch 4 where it will be seen that the width of the black stripe (B) is $\frac{1}{2}$ instead of being $\frac{1}{3}$ of the height. The width of the white surrounding stripe remains at $\frac{1}{4}$ the width of the black stripe but as the latter is wider, the white stripe is more prominent.

Below left the final form of the naval balkenkreuz is seen here on the one and only four-engined giant triplane Friedrichshafen FF60 produced late in 1918. **Below** Hansa-Brandenburg NW of 1915 shows the Iron Cross and the streamers still being carried.



british army uniforms 1660-1900

The Grey Dragoons by Bryan Fosten

ON MAY 21 1678 independent companies of mounted infantry were raised in Scotland by Captains Strachan and Inglis. Each company comprised 153 men known as dragoons. They were armed with short barrelled muskets and Highland broadswords, plug bayonets and two long barrelled pistols in holsters before their saddles.

In the following year a third company of dragoons were raised in Scotland under the command of Captain Stuart. In addition to the Captain there was now a Lieutenant in each company.

In 1681 an additional three companies of dragoons were added, each 50 strong, the original three companies were reduced to 50 strong, and they were all brought together to form a regiment to be known as the 'Regiment of Scots Dragoons'.

When mustered in July 1683 the Scots Dragoons totalled 311 troopers, 12 drummers, 12 corporals, 12 sergeants, six ensigns, six lieutenants, three captains, a major, a Lieutenant Colonel and a Colonel Commanding. In addition there was a Regimental Quartermaster, an Aide Major, a Surgeon and a 'Marshal'.

The dress of the regiment in these early days was described as stone grey coats and 'bonnets'. It seems likely that the headdress would have been the ubiquitous Highland bonnet, this being the national headdress. Over the grey coats, which must have resembled the undress frocks shown in so many of the contemporary paintings of British troops in Tangiers at this time, they probably wore the stout cavalry buff coat which served the mounted soldiers of the day so well, and it is likely that the cuirass, or at least the breast plate of it only, was also worn for active service. As the 'bonnet' was impracticable for fighting on horseback where most wounds came from slashes at the head, it seems that the old English triple-barbed lobster tailed pot helmet would have been used.

In the winter of 1684 the Scots dragoons were still dressed in this sombre uniform, and indeed they continued to wear it until some time after June 1685 when, under the command of their new Colonel, Lord Charles Murray, they crossed the border into England.

Two years later the Regimental History records the issue of red clothing. According to a paper recorded by the Reverend Percy Sumner, a trooper's coat in 1687 was red cloth with a blue serge lining and decorated with tin buttons covered with red thread overstitching.

They were armed with snaphaunce muskets with polished 3 foot 8 inch barrels, large cartridge boxes, plug bayonets, 'grenado' pouches and hammer-hatchets. In fact we note that this was an infantry costume but would have been worn with the big 'bucket' topped boots used by the cavalry at this time. The boots used by dragoon regiments were of lighter leather than those of the 'Horse', because they had to fight a lot on foot and the heavy stiff cavalry boot would have been impracticable. In appearance the two types of boot were very similar.

The regiment would now have two head-dresses, the broad-brimmed black felt hat similar to that worn by the rest of the army with the crown decorated with rosettes of ribbon and the brim bound with yellow braid and probably lined with an iron skull and, the dragoon cap, which was developed along with the grenadiers' special headdress and consisted of a red stocking cap with a fur brim. Being Scots they would probably have kept their blue highland bonnets for undress wear.

By 1694 the regiment was mounted on grey horses and by 1704, when commanded by Lord John Hayes, they were referred to as 'The Grey Dragoons', but whether because of their horses or because they were still using their grey coats for undress is not known. The official title 'The Royal Regiment of Scots Dragoons' was confirmed by William III in 1692.

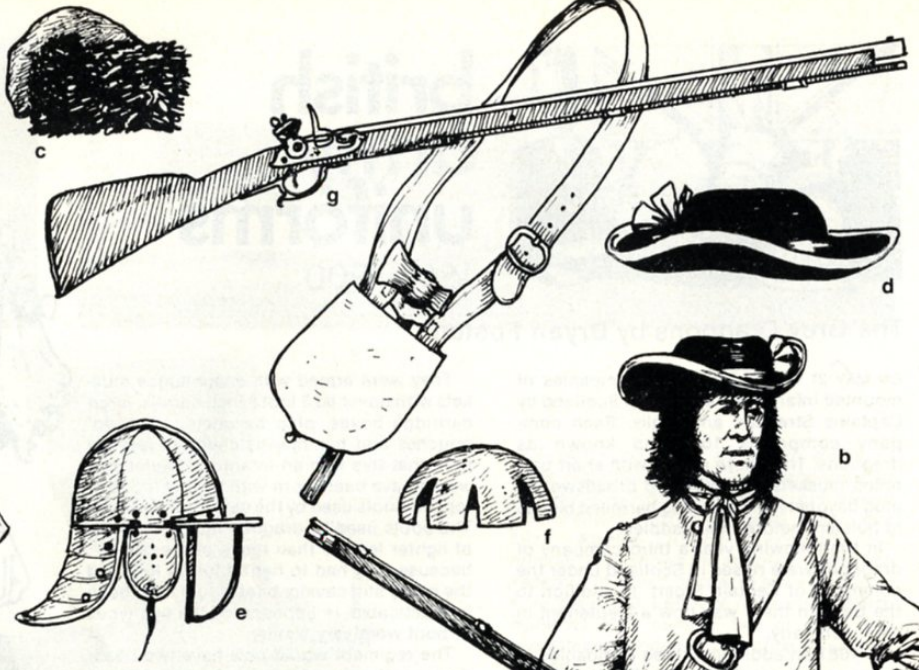
John Evelyn, to whom we have to be so grateful for details of soldiers of his day, describes the Scots as very big men, well appointed, and of good discipline. He records that when attacked by two enraged Dutch soldiers who had heard the Scots accuse them of cowardice one dragoon calmly drew his broadsword, decapitated one with a stroke and cleft the other to the chin.

The Marlburian Wars saw the Grey Dragoons achieving great victories at Ramillies, Blenheim and Malplaquet and having the added distinction of a lady trooper on their rolls.

Christian or Christiana Davies had her skull fractured during the action at Ramillies and was taken to the surgeon's tent where her sex was discovered. Born in 1667, Davies had married Richard Welsh who almost immediately enlisted in the Army and went overseas. The young bride decided to follow her lover and to try the almost impossible task of finding him among the British troops on the continent. The only way she could think of doing this was to disguise herself



Officer, 1692. Beaver hat decorated with white feathers and gold lace. Full periwig. Some officers adopted the fashionable grey wigs worn by civilian dandies. Crimson coat lined with crimson shalloon and with deep blue cuffs. Short buff leather gauntlets. Gold lace looping on the fronts and cuffs and pockets. Many thread buttons. The waistcoat was also looped and laced with gold. Bucket boots and strapped spurs. The sword was on a baldric under the coat, the scabbard passing through a hole between the many folds at the hip. By this time the officer's hat had a semblance of being cocked.



a Scots Dragoon, 1684. Highland bonnet with the shoulder-length hair of the period but with the addition of a moustache and beard. The stone grey surcoat has deep plain cuffs and no collar. Short gauntlet gloves of buff leather. White neckcloth. Buff leather coat worn over the grey surcoat. Breastplate. Bucket boots with buckled-on spurs of steel. Shoulder belt with charging bottles as carried by the infantry. The Highland broadsword hangs from a frog on a waistbelt. The plug bayonet is also attached to the waistbelt. b Scots Dragoon, 1687. Black felt hat turned up with yellow lace and rosette. At this time it was probable that a loop and button were being used to hold up one side of the hat. The coat is red with blue cuffs and yellow buttons. c dagoon hat of fur with red bag. d the felt hat of the 1689 period. e the earlier triple-bar lobster-tail helmet. f iron 'skull' worn under the fur cap. g short snapaunce musket with pouch and hammer hatchet.



There is very little definite information as to the precise detailing of the dress worn by the regiment, but the drawings have been carefully made using the wide experience of such historians as C. C. P. Lawson, the Rev. Percy Sumner, L. Buckell and W. Y. Carman and with the aid of the MSS of Percy Reynolds and the statuettes by Pilkington Jackson in the Edinburgh Museum.

1712 under the patronage of an officer named Ross, 'Mother Ross', as she was now known, was brought back to Britain and presented to Queen Anne. Christiana died in 1739 and at her request she was buried as a soldier in the Royal Hospital, Chelsea, where her grave can still be seen. Reconstruction of these early uniforms has to a very great extent to be conjectural.

and to enlist. This she did under the name of Christopher Welsh. She was wounded at Landen and even taken prisoner by the French without anyone suspecting her. She was later exchanged and joined the Grey Dragoons and served in a troop alongside her comrades without any suspicion. Incredibly, she found her husband after some 13 years in the ranks but made him promise that he would not reveal her secret. After her bad wound at Ramillies she confessed and Welsh made her cease the deception. Instead she followed the Dragoons with the other regimental wives until her husband was killed in action in 1709. Within months she had married a grenadier named Jones but he was also killed the following year. In

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AF2

Air commandos in action

Today's naval 'air commandos' lead an exciting life as shown by Terry Gander and Neil Crosby



Top right 'that way to the battlefield' — 849 Squadron Wessex lands to embark troops. **Above** fine shot of an 848 Squadron Wessex V equipped with 2-inch rocket pods. **Below** commando-carrying choppers flying over terrain which would be virtually impassable to conventional troops (Royal Navy photos).



EVER SINCE MAN, in his folly, took to making war in boats, an assault from the sea has been a most dangerous operation. In any given area there are usually only a few places that are suitable for a landing and these are usually well covered by defending forces with plenty of reserves close at hand. To be sure of any measure of success, attacking forces have had to be vastly superior in numbers and equipment. This was a lesson learned the hard way in such places as Dieppe and Salerno, but the coming of the troop-carrying helicopter has changed things a great deal.

Today, troops landed from helicopters based on carriers cruising some 25-30 miles off-shore, can be landed up to 50 miles inland to capture airfields, bridges and vital communication centres. These troops are highly trained and mobile and can be switched rapidly from one area to another. The Royal Navy has always been in the forefront of this development of modern warfare and first demonstrated its capabilities during the Suez landings in 1956. Since then it has improved its techniques and equipment until the present day.

In 1974 the Fleet Air Arm has four squadrons committed to the 'Air Commando' role, all equipped with the Westland Wessex HU Mk V, and with their home base at Yeovilton.

Permanently based at Yeovilton is 707 Squadron which is the training unit for the commando role. It trains pilots and crewmen and also maintenance ratings to service the aircraft.

Also at Yeovilton is 846 Squadron whose main task is to provide a centre of expertise for the commando role, and to reinforce the embarked front-line squadrons when the operational need arises. In the course of its duties the Squadron carries out a large number of trials ranging from the evaluation of new equipment such as radios and instruments, to aircraft modifications and test-firing new weapons.

845 and 848 are the operational squadrons. When at sea they are based on the LPH (Landing Platform Helicopter)

AIRFIX magazine

Hermes and *Bulwark*. Both are assigned to NATO with *Hermes* operating with 845 Squadron on the Northern flank round Norway, and *Bulwark* operating on the Southern flank with 848 Squadron round Turkey and Greece. The squadrons are used as part of the support for 40, 41 and 42 Commando Groups of the Royal Marines (when they are not in Northern Ireland) and also for the Dutch 1st and 2nd Amphibious Combat Groups.

The Wessex V helicopters operated by the squadrons are very reliable if somewhat dated aircraft. The crew consists of one pilot and one crewman, but this can be supplemented by an extra pilot for night operations or in an operational environment. In the support role the Wessex V can carry up to two tons of payload, and typical missions would be as follows:

Carrying ten fully-armed troops up to 50 miles.

Lifting a 105 mm Pack Howitzer 45 miles so that it can be in action within 30 seconds after landing.

Moving a standard Landrover 40 miles.

Using eight aircraft, lift an infantry company up to 60 miles.

Besides the primary role of 'Commando taxi', the Wessex V can be adapted for torpedo attacks, para-drops and Search and Rescue.

In a normal helicopter landing a squadron would deploy as many helicopters as possible in a massed assault to secure the target area. The mission would be flown in either a High-low or Low-low profile depending on the terrain and enemy dispositions. During this phase navigation would be given by the squadron's supporting Sioux helicopters.

During the actual landing fire support is provided by the squadrons themselves since it is usual for one in four of the aircraft to be armed. The armed helicopters would not be used as strike aircraft but more for fire suppression, ie keeping the enemy's head down. The Wessex V can carry a variety of offensive loads but the following are typical: 28 x 2 in rockets or 4 x SS11 or AS12 wire-guided missiles; two fixed forward-firing 7.62 mm General Purpose machine-guns, and three flexible cabin guns of the same calibre.

At the same time as the helicopter assault is taking place, heavy stores, armour and vehicles would be landed by traditional methods over the beach. One does not have to be an advanced tactician to determine that this remains a weak link in the chain, but once the helicopter landing area and surroundings have been secured the helicopters would normally be based ashore on a Forward Air Base (FAB). This increases the radius of action at the battlefield and provides additional flexibility of operation. During this phase the squadrons provide their own service support and also provide their own defences. Control of the combat area air space is handled by a Mobile Air Operations Team (MAOT) consisting of four air control and communications specialists who are an integral part of the squadrons.

From the above it can be seen that troop-carrying helicopters operated by the Fleet Air Arm can help an amphibious force to capture important military targets close to an

August 1974



Above HMS Bulwark, home of 848 Squadron when at sea. **Below** typical forward air base (FAB). Notice roundels have been painted over (Royal Navy photos).



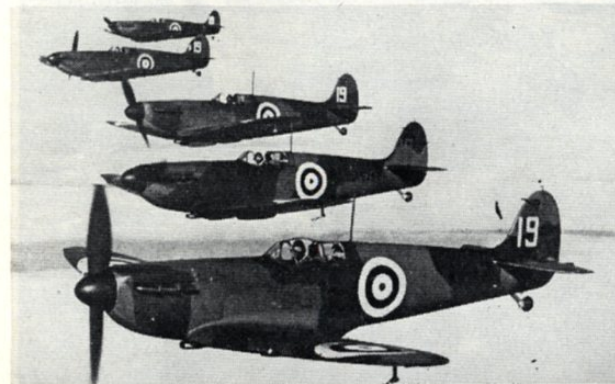
enemy coast quickly and effectively. However, it can only carry out this task under air cover and even then when air superiority has been achieved. At present the Royal Navy has only the Phantoms of the *Ark Royal* to gain such superiority, and if these are lost when the threatened scrapping of the *Ark Royal* comes about, the commando squadrons will be able to operate only under the cover that can be given by the RAF. Perhaps Sea Harriers will provide a solution, but even more critical than air cover to the commando role is the future of the Royal

Marines who provide the highly specialised fighting men to actually man the Commandos. At the time of writing their future looks very uncertain due to impending defence economies, and if they do disband their supporting helicopter squadrons may find themselves tooled up to carry out a task with no customers to carry around.

Nevertheless, the Fleet Air Arm is carrying out an essential NATO task and even if their numbers are small and their equipment a trifle dated, their expertise can be matched by few.

Spitfire/Seafire variants

All the basic differences tabulated and shown in 1:72 scale drawings by **Richard Shearer**



Early Spitfire Is of 19 Squadron. Note two-bladed propellers and pole aials (IWM).



Spitfire VC, JG871. Note Vokes tropical filter and gun heating tube behind the exhaust, found on most Vs and VIs (IWM).



Spitfire VI of 124 Squadron. Note blower intake and extended wings (IWM).



Spitfire IXC of 73 Squadron. Note bombs, not dealt with in this limited look at the Spitfire and Seafire (IWM).

IN ALL THE many publications concerning the Spitfire and Seafire I have never come across a chart tabulating information relevant to plastic (or any other) modelling. So here it is! The aim of the chart is to tell the modeller what the external differences between the many different marks of the Spitfire and Seafire were. The accompanying sketches are all to 1:72 scale, and a list of wingspans and lengths of the various aircraft follows, together with their equivalent 1:72 scale dimension (worked out on a computer!).

None of the information in this article is 'new' since you could find most of it by studying books or referring to 'official' reference sources. However, this chart was not constructed by this method, but by making a list of all the features the various Spitfire and Seafire variants could have, then searching through some 1500-odd photographs of Spitfires and Seafires and marking down precisely which variants each feature appeared on. Over 96 per cent of the information was obtained in this way, the balance having to be found by 'swotting' in various books, so, assuming the camera cannot lie — and it is normally obvious when a photo has been censored or otherwise 'doctored' — the following data is at least 96 per cent accurate. If any readers have conflicting evidence on any point, however, I would be glad to hear from them via the editor of this magazine.

The chart is only concerned with production line (or 'conversion line' in some cases) features, and thus excludes unofficial modifications and one-off official modifications: however, where a lot of aircraft were modified in some way (for example, the clipped-wing Mk V), it is noted on the chart.

Notes on data

Aircscrew blades — 2, 3, 4, 5 = number of blades; 3/4, 5/6 etc = either a 3 or a 4-bladed screw etc; 6 = a contra-rotating airscrew (ie a contra-prop).

Spinner — when a Mk I or II Spitfire was converted to a Mk V, the converted aircraft sometimes kept its original (small rounded) spinner. I do not know to what extent this happened so it is not marked in the chart.

Armament — the Spitfire's (and Seafire's) nomenclature was such that the letter in the mark designation indicated the wing armament. The armament often varied within the mark (there being, for example, a IXB, IXC and IXE). When all aircraft within a mark number had the same armament the letter was normally dropped (this excludes the Spitfire Mk IIC (ASR II) and Mk IID (Bowler wing II)).

'A' wing armament consisted of 8 × .303 in Browning machine-guns.

'B' wing armament consisted of 4 × .303 in machine-guns and 2 × 20 mm Hispano cannon.

'C' wing (Universal) armament normally consisted of 'B' wing armament, but had a small stub on the outboard side of the cannon (see photo) unless it had been knocked off or removed (which sometimes happened, unfortunately). However, 4 × 20 mm cannon (the two extra cannon replacing the stubs) or 8 × .303 in machine-guns could be fitted instead of the 'B' armament.

There was no 'D' wing armament.

'E' wing armament consisted of 2 × 20 mm cannon and 2 × .5 in Browning machine-guns. 4-cannon armament had no denoting letter. The long-barrel cannons were 20 mm Hispano Mk II and the short-barrel cannons were Hispano Mk V.

Note — 'B' wing armament on a Mk IB consisted of only 2 × 20 mm cannons.

Underwing armament — bombs, rockets etc — is not recorded in this chart as they were added and removed on practically every Spitfire and Seafire variant at some time or another and it would be a pointless (not to say impossible!) task trying to note the various combinations down.

Wings — the shape of the wing has no bearing on the engine altitude rating. Thus, just because an aircraft has clipped wings, it does not necessarily follow that it is an LF variant (see role prefixes below).

Arrestor hook — a Mk V Spitfire with an arrestor hook was known as a Mk V (hooked) unless it had been fully converted to Seafire standard, when it would be a Seafire I.

Aerial — obviously changed with the type of radio installed. The chart specifies the one fitted on production aircraft.

Air intakes — the 'early tropical filter intakes' includes all those modified by Aboukir and Vokes or put on during production. They all have a large, bulky shape, but the Aboukir one is smaller than the Vokes. Please note that an air filter on a Griffon variant was different in size to one on a Merlin-engined machine.

Hood (canopy) — the shape of the balloon canopy changed over the production years,

but the differences are very small in 1:72 scale.

Role prefixes — in Spitfires the prefix is put before the number (eg Spitfire LF Mk IXE) but in Seafires the 'Mk' is omitted (eg Seafire FR 45). LF (or L in the case of Seafires) means Low Altitude Fighter role, HF means High Altitude Fighter role, F means Fighter role, PR means Photographic Reconnaissance role and FR means Fighter/Reconnaissance role.

Notes on data not in the chart

The following marks of Spitfire are excluded:

T IX — a Spitfire with two seats and non-retractable tailwheel.

T VIII — as T IX but with retractable tailwheel.

III — no production, prototype only.

IV — (not PR IV) first Griffon variant — prototype only, redesignated Mk XX.

XIII — PR mark, based on a Mk V with armament of 4 × .303 in machine-guns.

XX — see IV.

Mk 23 only existed as a project.

Mks XV and XVII were reserved for Seafires.

Note — the chart only contains data I am sure is correct. There may be a few aircraft which have got a certain feature which are not marked on the chart. This is because I have not got conclusive evidence (in the form of a photo or otherwise) to justify its place on the chart. Once again, any such evidence via the editor would be most welcome.

Spitfire production — based on figures published in *Spitfire* by Bruce Robertson.

Spitfire

Mark	Total Production	Total % Production
V	6,479	31.87
IX	5,665	27.94
VIII	1,658	8.16
I	1,566	7.70
XVI	1,054	5.19
XIV	957	4.71
II	920	4.53
XI	471	2.32
XVIII	300	1.48
22	278	1.37
PRIV	229	1.13
XIX	225	1.11
VII	140	0.69
21	122	0.60
VI	100	0.49
XII	100	0.49
24	54	0.12
X	16	0.08

Total 20,334 99.98

Merlin 18,298 90

Griffon 2,036 10

Total 20,334 100

Spitfire production

When the Spitfire's and Seafire's production figures are expressed as a percentage of the complete production, new light is shed on the matter. One can instantly see that over half Seafires were Mk III and nearly one-third of Spitfires were Mk V, etc. From the table it

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Spitfire/Seafire Data		Spitfire															Seafire														
● = Yes ♦ = Minority ★ = Majority F = FR marks only		Early I	Late I	II	PRIV	V	VI	VII	PRVII	VIII	IX	X	XI	XII	XIV	XVI	XVIII	XIX	21	22	24	I	II	III	XV	XVII	45	46	47		
Number of airscrew blades		2	3	3	3	3	4	4	3	4	4	4	4	4	5	4	5	5	5	5	5	3	3	3	4	4	4	5	5	6	
Shape of spinner		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Engine		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Number of exhausts		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Enlarged chin (large oil tank)		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Pressurisation (blower intake)		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Armament (wing)		●	★	★	♦	♦	●	●	●	●	★	●	●	●	●	♦	★	●	●	●	●	●	●	●	●	●	●	●	●	●	
Hood (canopy)		●	●	●	●	●	●	●	●	●	★	●	●	●	●	♦	★	●	●	●	●	●	●	●	●	●	●	●	●	●	
Coolant radiators		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Tail wheel		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Fin/Rudder		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	♦	●	●	
Tailplane		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Ailerons		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Wings		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Cameras		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Folding wings		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Arrester hook		●	●	●	●	♦	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Aerial		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Undercarriage doors		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Air intakes		●	●	●	●	●	●	●	●	●	♦	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
© R. A. Shearer/Airfix Magazine 1974																															

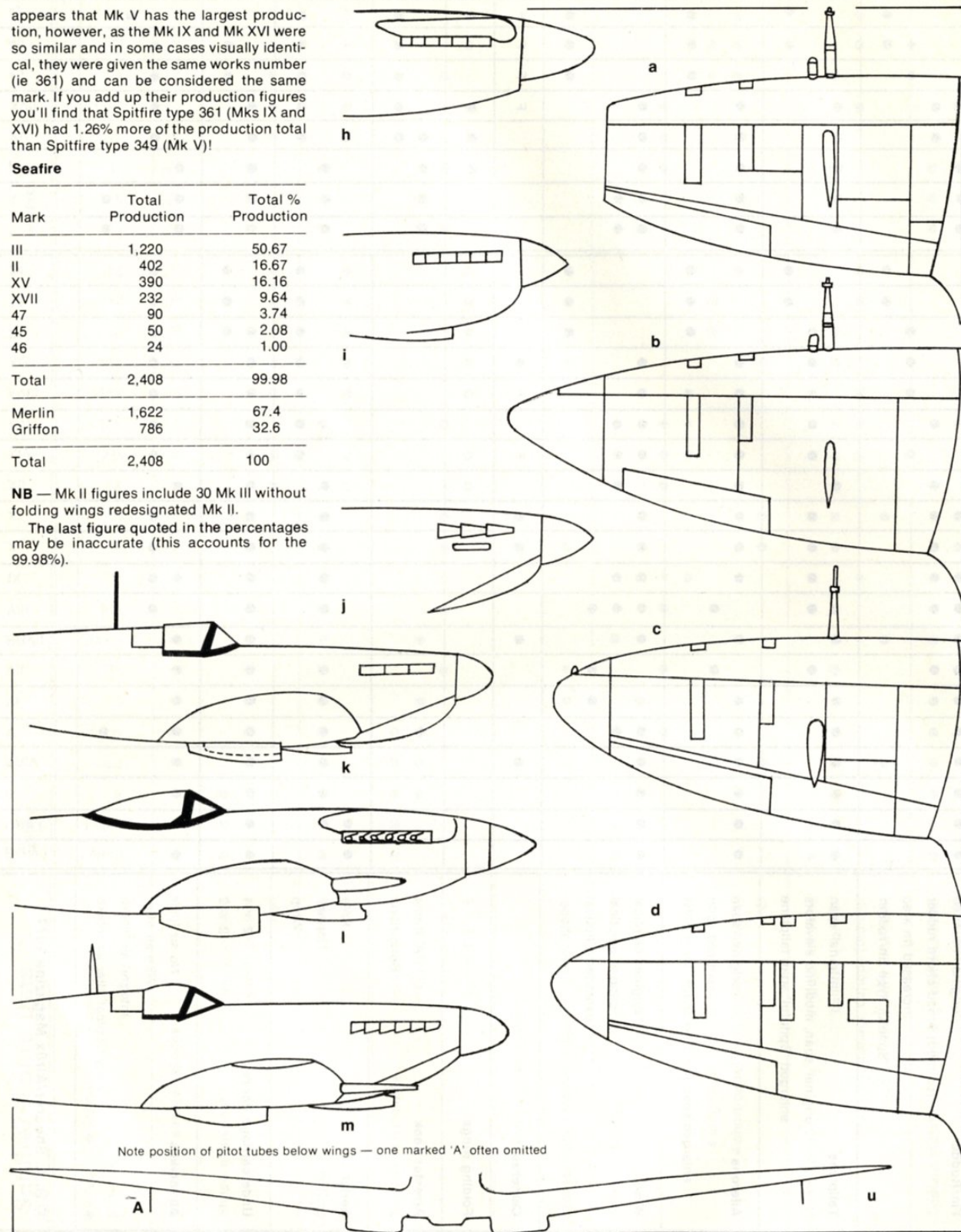
appears that Mk V has the largest production, however, as the Mk IX and Mk XVI were so similar and in some cases visually identical, they were given the same works number (ie 361) and can be considered the same mark. If you add up their production figures you'll find that Spitfire type 361 (Mks IX and XVI) had 1.26% more of the production total than Spitfire type 349 (Mk V)!

Seafire

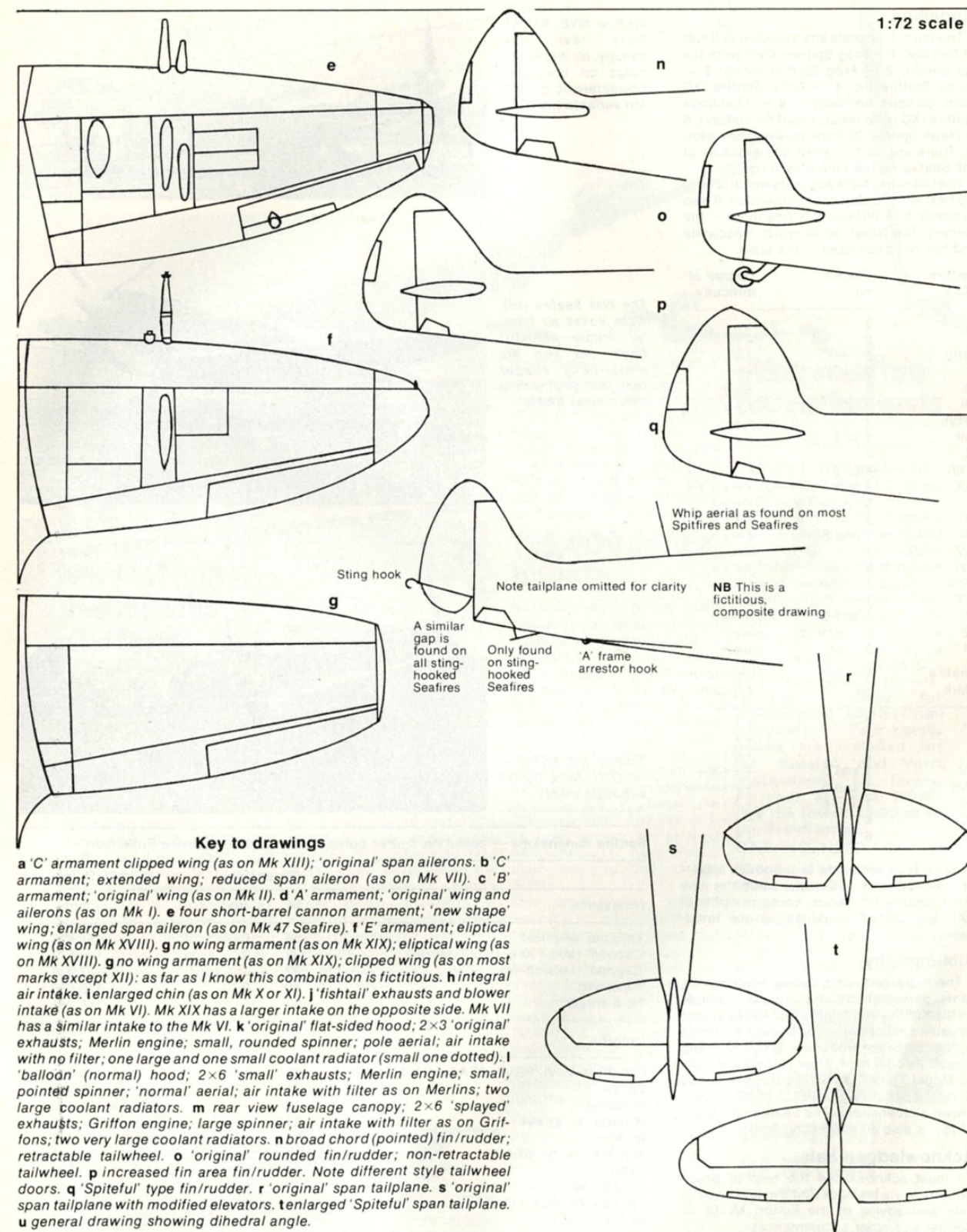
Mark	Total Production	Total % Production
III	1,220	50.67
II	402	16.67
XV	390	16.16
XVII	232	9.64
47	90	3.74
45	50	2.08
46	24	1.00
Total	2,408	99.98
Merlin	1,622	67.4
Griffon	786	32.6
Total	2,408	100

NB — Mk II figures include 30 Mk III without folding wings redesignated Mk II.

The last figure quoted in the percentages may be inaccurate (this accounts for the 99.98%).



Note position of pitot tubes below wings — one marked 'A' often omitted



Key to drawings

a 'C' armament clipped wing (as on Mk XIII); 'original' span ailerons. **b** 'C' armament; extended wing; reduced span aileron (as on Mk VII). **c** 'B' armament; 'original' wing (as on Mk II). **d** 'A' armament; 'original' wing and ailerons (as on Mk I). **e** four short-barrel cannon armament; 'new shape' wing; enlarged span aileron (as on Mk 47 Seafire). **f** 'E' armament; elliptical wing (as on Mk XVIII). **g** no wing armament (as on Mk XIX); elliptical wing (as on Mk XVIII). **h** no wing armament (as on Mk XIX); clipped wing (as on most marks except XII): as far as I know this combination is fictitious. **i** integral air intake. **j** enlarged chin (as on Mk X or XI). **k** 'fishtail' exhausts and blower intake (as on Mk VI). Mk XIX has a larger intake on the opposite side. Mk VII has a similar intake to the Mk VI. **l** 'original' flat-sided hood; 2x3 'original' exhausts; Merlin engine; small, rounded spinner; pole aerial; air intake with no filter; one large and one small coolant radiator (small one dotted). **m** 'balloon' hood; 2x6 'small' exhausts; Merlin engine; small, pointed spinner; 'normal' aerial; air intake with filter as on Merlins; two large coolant radiators. **n** rear view fuselage canopy; 2x6 'splayed' exhausts; Griffon engine; large spinner; air intake with filter as on Griffons; two very large coolant radiators. **o** 'original' rounded fin/rudder; retractable tailwheel. **p** 'original' rounded fin/rudder; non-retractable tailwheel. **q** increased fin area fin/rudder. Note different style tailwheel doors. **r** 'Spitful' type fin/rudder. **s** 'original' span tailplane. **t** 'original' span tailplane with modified elevators. **u** enlarged 'Spitful' span tailplane. **u** general drawing showing dihedral angle.

Sting hook

A similar gap is found on all sting-hooked Seafires

Note tailplane omitted for clarity

Only found on sting-hooked Seafires

'A' frame arrestor hook

Whip aerial as found on most Spitfires and Seafires

NB This is a fictitious, composite drawing

Modelling

The main 1:72 scale kits available in Great Britain are: 1 — Frog Spitfire XIVC (with flying bomb); 2 — Frog Spitfire IA/VA; 3 — Revell Spitfire IIA; 4 — Airfix Spitfire IXC (with rounded fin/rudder); 5 — Matchbox Spitfire IXC (with broad chord fin/rudder); 6 — Hawk Spitfire 22 (rare kit, I've never seen it). There are no 1:72 scale kits available of the Seafire (at the time of writing).

The following table suggests which is (are) the best kit(s) to start your conversion. It also suggests how difficult it is (the more + the harder). The Revell kit is rather inaccurate and has not been used in the table.

Spitfire Mark	Use kit no	Degree of difficulty
I	2	+
II	2	+
PRIV	2	++
V	2	+
VI	2	+++
VII	5	+++
PRVII	2	++
VIII	4 or 5	++
IX	4	+
TVIII	4 or 5	++++++
TIX	4 or 5	++++++
X	5	++++
XI	5	++++
XII	1 and 5	+++++
XIV	1	+
XVI	5	++++
XVIII	1	++++
XIX	1	+++
21	1 and 6	+++
22	6	+
24	6	++
Seafire Mark	Use kit no	Degree of difficulty
I	2	++
II	2	++
III	2	+++
XV	1 and 5	+++++
XVII	1 and 5	++++++
45	1 and 6	++++
46	6	+++
47	6	+++

Note — Frog are going to introduce a Spitfire Mk VIII/IX in 1:72 scale, while the new Airfix Spitfire VB (which contains optional RAF and USAAF markings) is due imminently.

Bibliography

There are numerous books, Profiles, Aircams, pamphlets and handbooks available on the Spitfire and Seafire, but the two most valuable are *Spitfire — the story of a famous fighter*, by Bruce Robertson (MAP, £5); and *Classic Aircraft No 1, Their History and How To Model Them: Spitfire*, by Roy Cross and Gerald Scarborough (PSL, £1.80). David Brown's recent book, *The Seafire* (Ian Allan, £4.25), is also an interesting book.

Acknowledgements

I must acknowledge the help of Bruce Robertson via his book *Spitfire*, and also the help and advice of the Editor, Mr M. C. Cooper and other acquaintances. □

Spitfire XIVE, RM784. Note rear view canopy, air intake and bulge on the cowl, characteristic of Griffon variants (IWM).



The first Seafire (IB). Note Vokes air filter, 'A' frame arrestor hook and also the under-belly slipper tank (not dealt with in this article) (IWM).

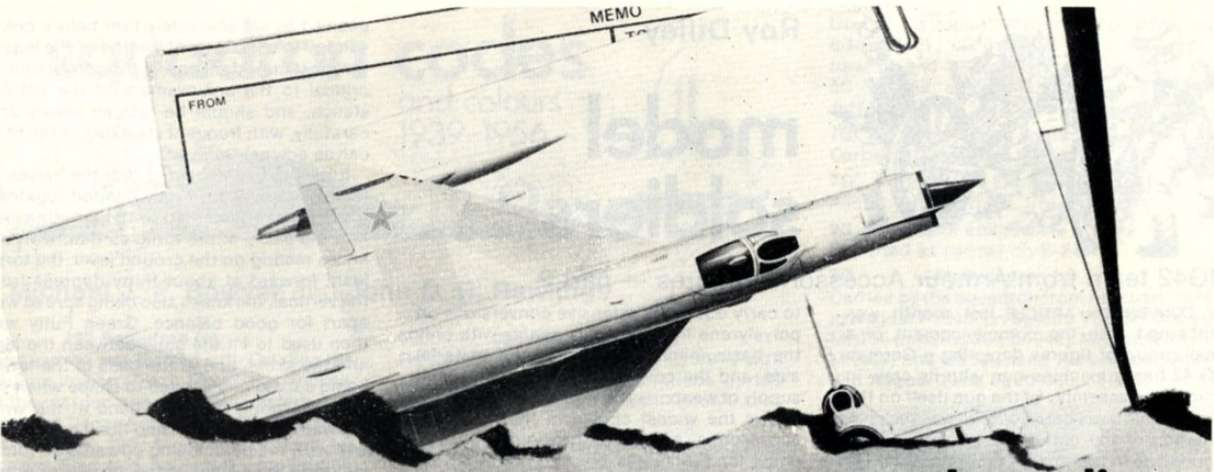


Spitfire IIB, P8348 of 52 OTU. Note fishtail exhausts (IWM).



Spitfire dimensions — based on figures published in *Spitfire* by Bruce Robertson.

Wingspans	Dimension		1:72 Dimension
	Ft	Ins	mm
'Original' elliptical	36	10	155.928
'Clipped' (Mks I-XI and all Seafires)	32	2	136.172
'Clipped' (Mks XII-24)	32	7	137.936
'Extended'	40	2	170.039
'New shape'	36	11	156.281
Lengths			
I, II, PRIV, V, VI, PRVII, SEA.I, SEA.II, SEA.III	29	11	126.647
VII, VIII	31	3½	132.468
IX (early)	31	½	131.410
IX (late), XI, X, XVI	31	4½	132.821
IX, X	31	0	131.233
XIV, XIX, 21, 24, SEA.45	32	8	138.289
XVIII	33	¾	140.847
22, SEA.46	32	11	139.347
XII, SEA.XV, SEA.XVII	31	10	134.761
SEA.47	34	4	145.344



CLASSIFIED INFORMATION

Low-cost gun and missile platform

The MiG-21, currently the backbone of the Eastern Bloc's interceptor strength, evolved from a high-performance defence interceptor specification issued in the mid-fifties. Designated "Fishbed" by NATO, the MiG-21 follows the design philosophy of the sturdy MiG-15. A light aircraft with a relatively small fuel load, it is basically a gun and missile platform which relies on Mach 2 performance, radar and scramble techniques for its effectiveness. Two pre-prototypes were built, one with sharply swept

wings — mistaken for a different type by NATO observers and designated "Faceplate" — and one with a delta configuration. Both commenced flight trials in 1955. The first production variant, Fishbed-A, entered squadron service in 1959 and was soon followed by the mass-production Fishbed-C. A purely day fighter, the Fishbed-C has been widely exported and serves in many Eastern European and Middle Eastern air forces. The type played a prominent part in the 1973 Yom Kippur war. Armament is one 30mm cannon and two K-13 "Atoll" infra-red air-to-air missiles (or two 16 x 55mm rocket pods). Provision is made for two Rocket-Assisted Take-Off units. A curious export customer for the MiG-21 is India, where

the Fishbed-D — a limited all-weather variant — is manufactured under licence by the Hindustan Aeronautics company. In the Indian Air Force it serves alongside Hawker Siddeley Gnats and Hawker Hunters! A tight security clamp still surrounds the aircraft.

125,000 dollar bounty

Naturally, much of the detail about Soviet military aircraft types remains obscure and — just as the U.S.S.R. wanted to get a Mirage — the Western powers itched to study a MiG-21. A bounty of 125,000 dollars was finally collected by an Iraqi major who defected to Israel with his aircraft in 1966. A flight of Algerian pilots is reported to have landed in Israel the following year. Anyway, it is an open secret that at least two MiG-21s have found their way to the United States. The latest-known MiG-21 variant is the Fishbed-J, beefed-up to carry extra fuel and avionics. This version has low-altitude supersonic capability. At least 5,000 MiG-21s have been built, although the true number is probably nearer 10,000. It is considered a good performer at high altitude — and a string of international performance records substantiate the claim. Western criticism of the type centres around its limited armament-carrying ability and its small radius of action. But — at the same time — it must be remembered that a MiG-21 costs around half as much as a Dassault Mirage.

other reading for enthusiasts

"Profile No. 238" by John F. Brindley. Profile Publications.

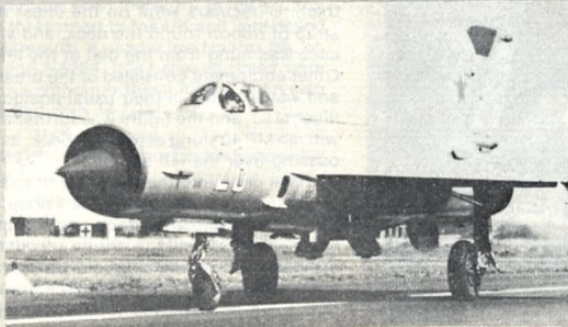
Revell's 1/32nd scale MiG-21 stands over 16" long, with a wing-span of over 8". The detailed Tumansky RD-11 Turbojet engine and afterburner is removable, and the lifelike pilot figure sits amongst a wealth of big cockpit detail. Two "Atoll" missiles are under-wing-mounted. This model can be made up as a MiG-21PF ("Fishbed-D") or a "Fishbed-E" (similar to the -C except for broad-chord vertical tail surfaces). Four-colour decals are included for the Russian and North Vietnamese air forces. At your stockist NOW! It's the latest addition to the Revell range.

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Roy Dilley

model soldiers

MG42 team from Armour Accessories figures — part 2

MY CONVERSION ARTICLE last month was concerned with the commencement of a small group of figures depicting a German MG 42 heavy machine-gun with its crew in action. The assembly of the gun itself on the tripod mount was described, as was the construction of the gun-layer, converted from Figure One in the small Armour Accessories range of German infantry models in 1:35 scale. Readers who have already followed the instructions given will have proved for themselves how amenable to conversion are these Armour Accessories' pieces, and will be able to face with confidence the work necessary to produce the other two members of the gun's crew. The loader, kneeling by the left of the gun, is guiding the belt of cartridges as it passes into the breech, and was made up from Kit No 3. Carrying two ammunition boxes, the third figure is the commander of the detachment, and is put together from Kit No 2, with odd parts from the other kits. Let me lay stress on the point that, so delicate is the moulding and engraving on these models, all cutting, carving and sanding should be as gentle and accurate as possible, so as not to damage or destroy any of the detail.

Both liquid cement (Mek-Pak) and Airfix polystyrene tube cement were the adhesives used, plus a little Squadron Green Putty for filling purposes, and some scraps of packaging ribbon to make weapon slings. A sharp scalpel, some tweezers and a razor-saw were all that were required in the way of tools, with a toothpick to apply the tube cement, a brush for the Mek-Pak, and some emery boards for fine finishing. It is possible

to carry out really extensive conversions on polystyrene figures of this quality with only the basic minimum of tools and material aids, and the comprehensive nature of the supply of weapons and equipment in the kits allows the widest choice in the matter of accessories, as well as providing valuable stock for the spares box. Full rein can be given to the imagination in adapting the figures to dioramas and groups, and the component parts are perfectly in scale for use with the products of other manufacturers, such as Tamiya, whilst certain items are acceptable for employment with 1:32 scale models. Certainly, placed in settings, they add enormously to the possibilities for representation of figure attitudes and activities, equipment and function.

Conversion two

This represents the loader, and requires Figure 3. The legs were separated by a vertical saw cut through the abdomen from waist to fork, and the mould parting marks, only faintly discernible in the kit I used, were scraped off with the blade edge. The two halves of the torso were cemented together and set aside to dry thoroughly whilst work proceeded on the legs. The attitude decided upon was one in which both knees were on the ground, so each leg was cut through at the knee joint, the back of each thigh and calf was flattened, and then the legs were firmly stuck back together in fully flexed positions, with the buttocks resting back against the heels. Slight gaps at the joints were filled with Squadron Green Putty, which was

allowed to set absolutely firm before being sanded to shape. This bending of the legs is the most important part of the conversion, is critical to the achievement of the correct stance, and should be tackled slowly and carefully, with frequent checking of the fit of calves against thighs.

It having been ensured that the halves of the torso unit were firmly bonded together, the legs were cemented (with tube adhesive) into the skirts of the tunic so that, with the knees resting on the ground level, the torso leant forward at about thirty degrees from the vertical, the knees also being spread well apart for good balance. Green Putty was then used to fill the gaps between the legs and the skirts, and at the base of the torso, being carved and sanded to shape when set hard. Severing the right hand at the wrist allowed it to be rotated and fitted back to the arm with the palm facing upwards so that it supports the weight of the ammunition belt when the figure is placed next to the gun, the arm having been fitted to the shoulder. Last month's conversion utilised the left arm from this kit, so in its place was used Figure 1's arm which had been left over. This has the effect of steadying the end of the ammunition belt, or box if one is used.

Then the head was fixed into the neck cavity, turned somewhat right and bent forward so that the eyes appear to be looking at the right hand. Rifle ammunition pouches were attached to the front of the waist belt, which also had the army belt buckle fitted from the accessory sprue, and an assault harness was built up as shown in the kit assembly and colouring instructions. The rifle was cemented to the right side of the back, with a ribbon sling passing over the left shoulder and round the body. Finally the helmet was secured on the head and the figure was ready for painting.

Conversion three

This is the detachment commander, and is made from Figure 2. All the usual cleaning up of 'flash' having been carried out, the halves of the torso were joined together and the resulting unit was cemented to the legs, very slightly bent forward as will be seen in the photograph. Spare left and right arms from Figure 1 replaced the ones in the kit, and ammunition boxes were fitted to each hand. The head went on next, looking half left, and being fitted with its helmet. As the commander of the group, the figure was equipped with a pistol holster on the left of the belt in front, with a set of MP 40 pouches on the right, the army belt buckle between them. Binoculars went on the chest with a strap of ribbon round the neck, and a map-case was hung from the belt at the left hip. Other equipment consisted of the bread bag and water bottle, in their usual positions as illustrated, and the figure was further armed with an MP 40 slung across the back, its sling passing over the left shoulder.

I have gone into the assembly of this little group in some detail, but it will, I hope, illustrate the possibilities for variety in these types of figures, and the results are out of the ordinary run. A future article will describe alternative scenic settings for the group, so that it can be displayed to full advantage. □

squadron codes and colours 1939-1956



By Michael J. F. Bowyer and John D. R. Rawlings

G5 190 Squadron (c)

The squadron was formed with Catalina IBs at Sullom Voe on March 1 1943. It is unlikely that they carried unit identification letters. It disbanded December 31 1943. On January 5 1944 a new 190 Squadron formed at Leicester East and equipped with Stirling IVs. These became coded G5 and L9. Much confusion has surrounded the owners of these codes, possibly because of confusion with 5G, and because aircraft coded G5 and L9 were in use with 295 Squadron early in 1946 and between April and June 1946 with 297 Squadron. In June 1945 Halifaxes replaced the Stirlings, like G5:U-PN293 and G5:Q-NA452.

G6 493rd Bomb Group (c)

Allocated to 863rd Bomb Squadron, but letters never displayed.

G6 Unit not known

Letters carried on Anson G6:O-NK768.

G7 Bomber Command Film Unit (c)

Letters carried by Lancasters, eg G7:Y-PD329.

G8 362nd Fighter Group (c)

Carried by P-47s of the 378th Fighter Squadron December 1943 - 1945.

G9 430 Squadron (c)

Formed at Hartford Bridge January 1 1943, moved immediately to Dunsfold and received Tomahawks, eg AK189. By the end of March 1943 had re-equipped with Mustang 1s, eg AP200. These aircraft almost certainly wore only individual letters. Mustang 1s remained in use (uncoded) until December 1944 when Spitfire XIVs were received, and these wore the G9 coding, eg G9:E-RM857, G9:L-RM874. Squadron disbanded August 7 1945.

2G 487th Bomb Group USAAF (c)

Carried on B-24s and B-17s of 836 Bomb Squadron.

3G No 111 OTU (?)

This unit, based at Nassau during the war, used Mitchells and Liberators. In the autumn of 1945 it returned to the UK and was based at Lossiemouth. It used a few Halifax IIIs, eg NA253 and NA254. It is believed these were coded 3G, although these letters have also been linked with 14 OTU.

4G Unit unknown

Reported on B-24 transport in 1945; possibly an error for 4C.

5G 299 Squadron (c)

Formed at Stoney Cross November 4 1943. Received Stirling IVs in January 1944, after having used some Venturas. Stirlings coded 5G included 5G:K-LK241 and 5G:N-LK135. Disbanded September 30 1946.

6G 233 Squadron (c)

Re-formed at Oulton August 23 1944 with Liberator IVs for RCM operations in 100

Right Tempest Vs of CFE, the furthest of the trio wearing GO coding. 'H' is SN328, next SN108, and furthest away EJ884 (MoD via R. Galloway). Below Hurricane IIcs of 94 Squadron in the Middle East. From the foreground they are GO:C-BP389, GO:J-BP387, O:P-HL851, HL735 and HL844 (IWM). Bottom a Hurricane of 32 Squadron shot down in the Western Desert, being inspected by its captors. Unit letters are GZ:P.

Group. Equipped with Liberator BIVs, eg 6G:B-TS531, 6G:O-TS528. Also used Fortress IIs and IIIs from April to July 1945, eg 6G:F-KJ109 and 6G:X-SR383. Disbanded July 29 1945.

7G 410 Bomb Group USAAF (c)

Carried on A-20 and A-26s.

7G Station Flight Northolt (c)

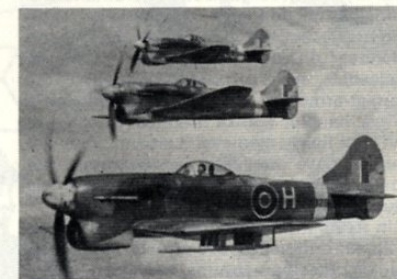
Allocation confirmed, use unknown.

8G Unit unknown

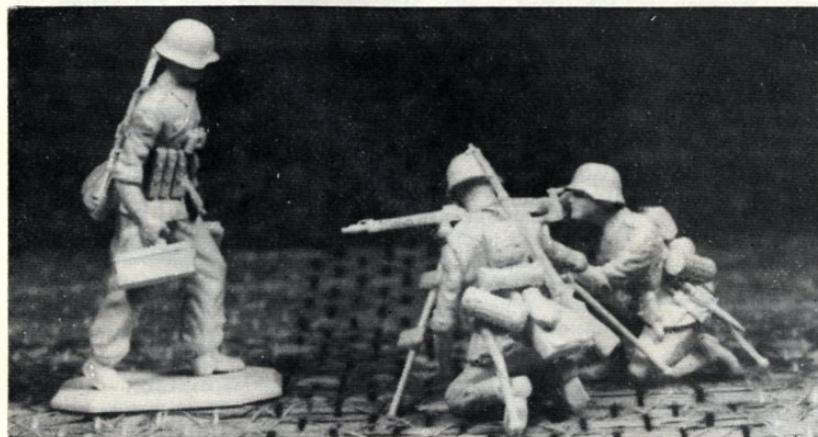
Reported as carried on B-24s.

9G 441 Squadron (c)

Carried by the squadron from February 1944 to August 7 1945, on Spitfire VBs, Mk IXs, eg MH756 (missing July 3 1944), MK689, MK456, MK466; and on Mustang IVs between April and August 1945, eg KH580, KH499. □



The completed but unpainted group, which will be featured in its finished form in a future issue. Modelling the gun and gunner was covered in the July issue.





George Gush

renaissance warfare

Part 15 — Spanish Ginetes to Caballos Corazas

Men-at-Arms

THE SPANISH 'KNIGHTS', like the Spanish infantry, were reorganised by Ferdinand and Isabella, becoming a semi-regular 'Constabulary' on the pattern of the French 'Bandes d'Ordonnance'. Their Catholic Majesties also somewhat lightened the man-at-arms' full armour and introduced a rather handier 'Lanza d'Armas' in place of the very heavy medieval 'Lanzon'. They are said to have abolished horse-armour, but some Spanish cavalry certainly retained this much later.

In 1493 the 'Old Guard of Castile' was created, originally 2,000 strong, in 25 companies of 80 men-at-arms, each also having 20 light 'Ginetes' (Genitors) attached. Each man-at-arms had two horses and a page who rode his 'turnabout' horse and carried his lance. The 'Old Guard' (who survived in reduced form to the 17th Century) wore 'white' armour (uncovered, polished steel), with red plumes and the horse-trappings illustrated.

As well as the men-at-arms in Royal service, there were also the lances of the Military Orders, Grandees, Nobles, Prelates, and of the wealthier inhabitants of Andalusia and Murcia. The Grandees and nobles raised about 1,800 horse in the 1530s and '40s (a quarter only were actually men-at-arms); the 'Cavalry of Distinction' of Andalusia and Murcia may have reached 6,000, but only a small proportion of these would be men-at-arms, and most of these cavalry were of rather dubious quality in training and equipment. Many served only in Spain.

From 1519 Spain also had the Bandes d'Ordonnance of the Low Countries, some

3,000 excellent Burgundian 'lances' in squadrons of about 20.

During the Italian Wars, the Spanish also used a fair number of well-equipped but not over-enthusiastic Italian lances (a 'lance' contained the man-at-arms himself, a page or squire, and one or two lighter cavalry and servants; Italian ones had four horsemen, at least one a non-combatant; the lighter cavalry would form up separately in battle).

Spain always had some difficulty in maintaining many well-equipped men-at-arms; by 1505 there were actually only nine companies, totalling 1,050, and though Philip II raised the total to 17 companies, these were reduced in 1560 to 50 each. The standard of their mounts and armour is said to have been below that of other nations, and in the later 16th Century they did not form more than about ten per cent of the usual cavalry force.

In the 17th Century — officially from 1633 — the men-at-arms lost their lances; their armour was reduced to morion and cuirasse, and they were armed with pistols. In their new guise they were known as 'Caballos Corazas'.

Lancers

Up to 1512, most Spanish lighter cavalry seem to have been incorporated in the lances of the men-at-arms; they would have operated separately and thereafter were organised separately, normally in 'cornets' of 100 (up to 500 for general's cornet), which could be grouped in provisional 'Trozos' of 300 to 600, or 'Tercios' of 500 or more; these could be grouped in regiments or brigades. Cornets, of lancers and arquebusiers at least, were identifiable by cassocks of a unit

Key to drawings: a trumpeter, 1525. Breeches red slashed yellow; upper sleeves yellow slashed red, lower sleeves and hose yellow; jacket buckskin; saddle blue, edged gold; white felt hat, probably with red plume.

b Genitor, 1509. Shield is roughly heart-shaped, with slight 'V' when seen from above, and is white with a red line about three inches in from edge. Steel cap black, brigantine red. Note elbow and knee armour. Plume red or pink. **c Caballo Coraza, early 17th Century.** Corselet and morion steel; sleeves yellow, shoulder pads red and yellow; breeches red and yellow; boots, bandolier, gauntlets and harness (the only horse trapping is a plain breast strap) all brown. **d Herrueruelo, 1560.** Leg and arm armour and corselet polished steel; breeches black, striped red; cloak black, lined red; 'bowler' hat black with red ribbon and many holes showing red lining. **e mounted arquebusier, 1630s.** Jacket yellow; cross, shoulder pads and under-sleeves red; breeches blue with red stripes; hose yellow; boots black. Note hanging sleeves. **f and h Escopetero, 1508, and Caballo Ligero, 1493.** Escopetero has black saddle edged red; red and yellow slashed breeches. Lancer's trousers are brown; corselet cover red. Both steel armour and leather horse trappings. **g man-at-arms, 1560.** Breeches yellow; cassock purple; lining, cross and plume red; pennon red over yellow. **i horse trappings of Old Guard of Castile, 1490s.** Lion red on white (arms of Leon); castle yellow on red (arms of Castile). They are placed in opposite order on other side. **j standard bearer, 1525.** Saddle, harness and tassels red; saddle edged silver; saddle cloth edged gold; armour and scales, covering rear of horse only, polished steel; plumes (from front) yellow-red-white; standard white, with gold crucifix and red cross.

colour, worn over armour.

The lighter cavalry who tended to replace the men-at-arms were the lancers. Found in other armies (English demi-lances for example), they were particularly characteristic of the Spanish, and continued to carry their lances through the first half of the 17th Century (though the lance itself became lighter).

They wore three-quarter armour, open helmet, and rode unarmoured horses, and by the mid-16th Century carried a pistol in place of the man-at-arms' mace.

Ginetes

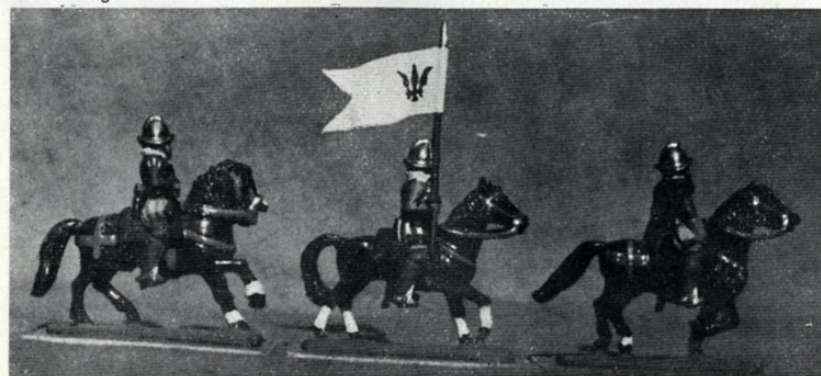
These were the typical Spanish light cavalry of the 15th and early 16th Century. Dashing skirmishers, they carried the heart-shaped Moorish shield and used Moorish tactics — feigned retreats and so on. Gonzalo de Cordoba's arm in 1495 had 500 ginetes compared to a mere 100 men-at-arms. They could carry crossbows, but their chief weapons were sword and javelin. Some had plate armour, but most had mail shirt or brigantine, steel cap or morion, and odd bits of arm and leg armour.

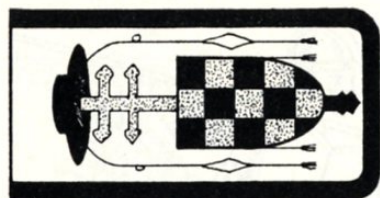
Stradiots and Italians

Stradiots (who probably got their name



From left to right mounted crossbowman, lancer and officer from Miniature Figurines' new 'Aztec' range.

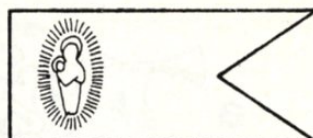




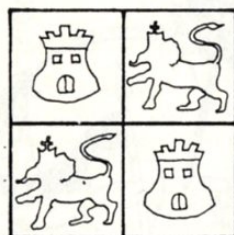
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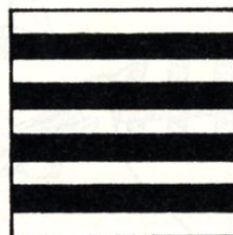
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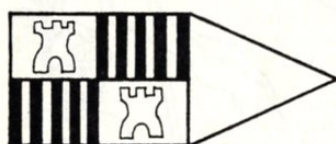
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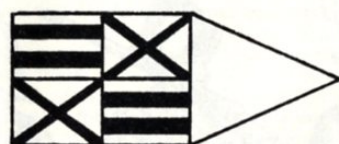
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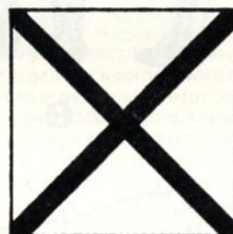
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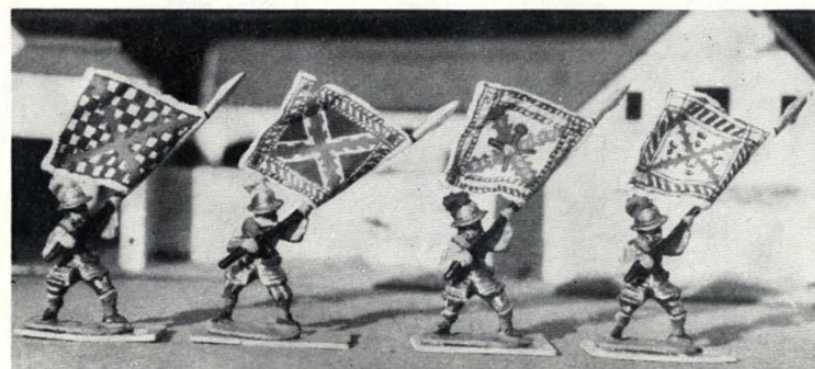
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Key to flags a Cardinal Ximenes' flag, carried at the taking of Oran, which he led. White flag, dark shading, lines and tassels, Cardinal's hat red; light shading gold. b also 1509. Red cross and border on white. c cavalry flag, about 1600, showing the Virgin Mary. One possibility for this is a red flag and figure with gold rays. d the old 'national' flag. Likely to be carried by Spanish in early 16th Century. Yellow castle on red (Castile), red lion on white (Leon). e carried by pikes at Pavia, 1525. Quarters as 'd' alternating with (probably) the four red pales on yellow of Aragon - which could also be carried on its own. f Catalonia. Four red bars on yellow. g men-at-arms flag at Pavia. Probably yellow castles on red quartered with four red pales on yellow, tail of flag white. h cavalry flag at Pavia. Probably red crosses on white, and either red on white or red on yellow stripes; tail white. i mounted standard, 1503. Green flag, black eagle, rest gold. j red cross raguly, green and white stripes: late 16th or early 17th Century. k cavalry flag, probably 17th Century. Colours include red on white, gold on red or white on gold. l yellow cross on red. 1588. Used on ships, but I am not sure about land forces. m 16th Century, red on yellow. Also seen on ships. n simplest form of 16th Century infantry flag - red on white.

from the Spanish) were introduced in 1507. These 'Albanians' were also employed by Venice and France; they dressed very like the Turks they often fought, and carried scimitar and sometimes a Turkish type shield. Their favourite weapons were mace or war-hammer, and a short lance or spear with a point at both ends. A steel bascinet replaced the Turkish turban, and they wore

Continued on page 714

More Spanish flags. The one on the left has a white outer edge and background with red cross and green checks. Second left is a red cross on a white background. The dark triangles are green. Border is red with small diagonals and squares in corners green. The third flag is white with a red cross raguly carrying the motto 'Non Minor Est Virtus' in white. The smaller cross is red with a red, green and yellow shield in the centre. The border is green with yellow diagonal dashes. The flag on the right is a red cross on a white background, all other detail green.



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NEW kits and models

Matchbox Beaufighter

CRISPLY MOULDED in three-coloured plastic (grey, 'sky' and brown ... ??), this is one of Matchbox's first issues in their larger series and depicts a Mk X. Surface engraving is again excessively deep, but fit of parts is excellent in general with the exception of the wings. Rockets, rails and a torpedo are included for armament but surprisingly the rear gunner lacks a gun (although one is shown on the box artwork).

The tapered shape of the engine cowlings should cause some controversy since, although they conform to an original Bristol GA drawing (No 248160 dated February 10 1943), a search has so far failed to bring to light any photographs of a Beaufighter so equipped. Perhaps some reader with an intimate knowledge of the type will comment?

Transfers are provided for Nos 254 and 144 Squadrons, Coastal Command, but on our review sample were out of register and in places overlapping the adhesive backing.

Heinkel He 51B-2

ALTHOUGH THIS KIT was first released in the UK in 1971 it has been rather difficult to obtain in recent months, but now that A. A.

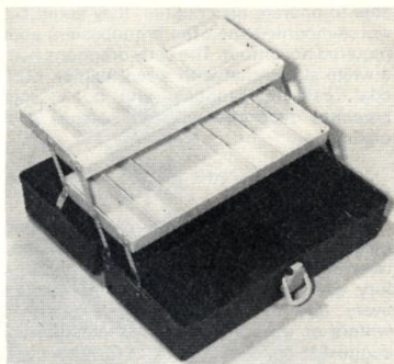
Hales Ltd of Leicester have started distributing Hasegawa kits, biplane and Luftwaffe enthusiasts should have no further trouble in adding this delightful kit to their collections.

The kit is really two-in-one, for basically it consists of the He 51A-1 land version with additional parts for the float version He 51B-2. As one has come to expect from this manufacturer, the parts are beautifully moulded in white plastic and on the review sample there was absolutely no flash. Parts fitted together well but care must be taken in aligning the wing struts, especially the cabane struts on the fuselage. Surface detail is extremely delicate and very easy to remove if caution is not exercised when sanding to remove fuselage joint lines etc is carried out.

The only minor criticism is that the wheels on the He 51A are an integral moulding with the wheel spats, but no doubt the cost factor in tooling separate wheels had to be taken into account, and in any case this has no adverse effect to those who will want to make their model as the floatplane.

Decals are of good quality with excellent register and provide markings for four different versions, all of which are shown on the clear and concise instruction sheet.

One final point that is worth mentioning in these days of rising prices, is that the kit is



The Humbrol hobby chest.

now 50p whereas in 1971 it was retailing for 63p, so represents even better value for money than when it was first available.

Humbrol hobby chest

HUMBROL ARE MAKING a special offer of a well-designed hobby chest for all their customers. According to the firm's publicity, every customer buying a Humbrol product will receive a voucher for each purchase. Five of these vouchers can be exchanged — together with a cheque or postal order for £1.60 — for the new hobby chest direct from Humbrol Ltd, Marfleet, Hull, Yorks.

The chest measures 12½" x 5¼" x 5" when closed, and is constructed from blue plastic finished in gold and orange. It contains two hinged trays giving access to 14 small compartments which can be used to hold modelling tools and spare parts, transfers etc. The normal retail price of the chest is £2.50, so this offer represents a considerable saving and is worth taking advantage of if — like many modellers — most of your stuff is stored in an assortment of old cardboard boxes.

Revell ships

REVELL HAVE NOW re-issued three of their older warship kits, together with a new 1:720 scale model of the carrier USS *Intrepid* which, however, appears to have similarities to the old Monogram kit of this ship.

The three re-issues are USS *Montrose* attack transport, USS *Burton Island* ice-breaker and USS *Pine Island* seaplane tender: each of these has been on sale before not only under their present nomenclature but also under different names (USS *Randall*, USS *Eastwind* and USS *Norton Sound* respectively).

However, the fact is that they have all been available only in limited quantities in recent years and many younger warship enthusiasts will welcome their reappearance now.

The USS *Montrose* kit is 14½" long which works out to approximately 1:370 scale, meaning modellers will have difficulty fitting it into a scale warship collection, and being an elderly kit suffers from a lack of detail and many components which are well over scale thickness. It will therefore require quite a bit

Continued on page 718

MODELATIONS

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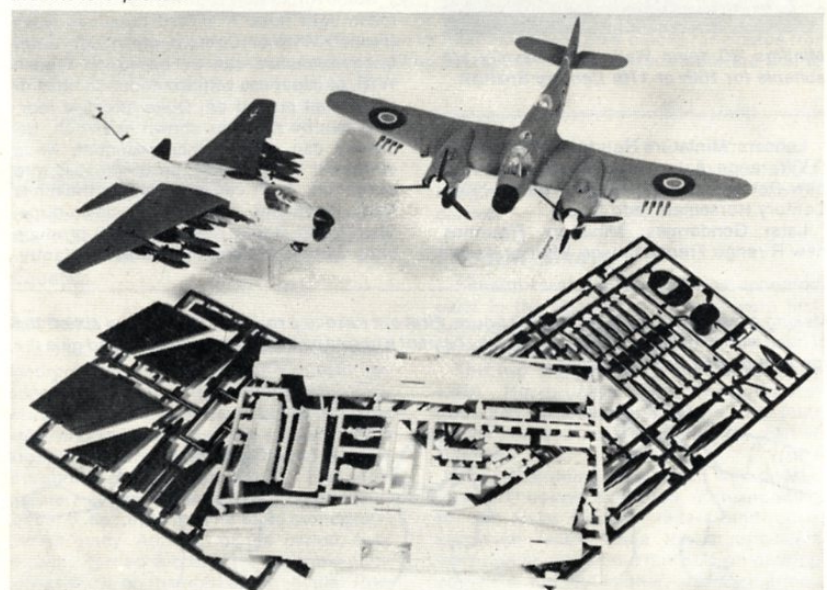
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| 6. M3A1 H.Track | 1/72 | 40p |
| 7. M4A1 H.Track | 1/72 | 40p |
| 8. Tiger I.E. | 1/72 | 40p |
| 9. Panther G. | 1/72 | 40p |
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| 11. Sd. Kfz.7 H.Track | 1/72 | 40p |
| 12. Kubelwagon and BMW Combination | 1/72 | 40p |
| 13. Schwimmwagen and Kettenkrad | 1/72 | 40p |
| 14. Sd. Kfz 7/1 with 4AA | 1/72 | 40p |
| 15. M-4 (A3E8) Sherman | 1/72 | 40p |
| 16. TX-40 Fuel Truck | 1/72 | 40p |
| 17. Toyota Scarer Truck | 1/72 | 40p |
| 18. Sd. Kfz 7/2 37 mm. AA | 1/72 | 40p |

POSTAL SERVICE

Postage and Packing. UK rates (Books and Decals see special rates). Up to 50p, 10p. Up to £1.50, 15p. Up to £3.00, 25p. Up to £5.00, 30p. Up to £7.50, 35p. Up to £10.00, 40p. Over £10.00 Post Free. S.A.E. with all enquiries please.

Two of the new three-colour Matchbox kits, the Beaufighter reviewed above together with the A7-D Corsair, which comes on three sprues as illustrated, colours being beige, green and black. Two other releases in this larger size so far are a Sepecat Jaguar and Curtiss Helldiver. Price of the kits is 45p each.



Continued from page 716

of work to make into an accurate model, and unfortunately the rather sketchy box artwork is little help in this.

USS *Burton Island* is 11¼ in long which, given the ship's length of 269 ft, gives a scale of 1:287. This is hardly a standard model ship scale but it does mean that the model — and especially its guns, helicopter, dinghies etc — could fit quite usefully into the forces of anyone wargaming in 1:285-1:300 scale. Apart from this, the same comments as above apply — this is an old kit and cannot really be judged by today's standards but, with work, can be turned into an attractive model. The most noticeable failing is the railings around the ship, which have been moulded 'solid' and need careful cutting away and replacing with new stanchions and wire from stretched sprue.

The seaplane tender USS *Pine Island* works out to 1:424 which is another odd scale and the result of the old manufacturers' enthusiasm for producing kits apparently to fill a certain size of box and/or price bracket rather than constant-scale models. As with the above two kits, the number of parts you get for your money is disappointing and the final model is lacking in fine detail, but the delightful little Martin Mariner seaplane model included in the kit is fun to build and a challenge to finish authentically at least.

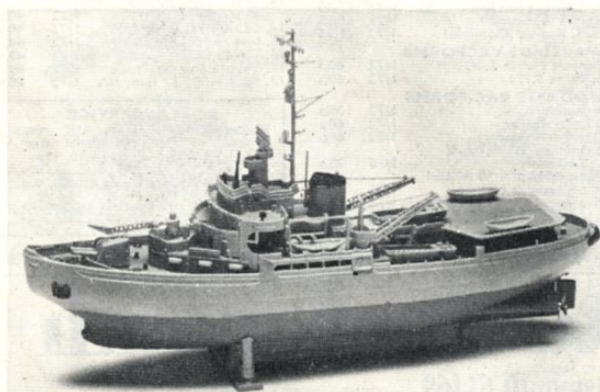
Price of the three above models is 95p each.

Although billed as a new kit, and, to our knowledge, a new kit for Revell, USS *Intrepid* suffers from the same faults as the above three reissues apart from the fact that it is to one of the recognised model ship scales at least. You don't get many parts for your 95p and the moulding detail is very heavy, grossly overscale on components like gun barrels etc especially. However, at least after you have worked on it the final model can be incorporated into a collection of 1:700 scale ship kits without problems.

Come on Revell! Now let's have some new ship kits which are up to modern standards.

1920 London bus

LATEST IN THE new series of accurately scaled 00 gauge card cut-out models now being introduced by Richard Kohnstam Ltd.



Revell's 1:287 scale model of USS *Burton Island*. As can be seen, the guard rails need replacing and a number of parts could do with fairly extensive thinning down, but this is still the best kit of the batch.

is the 1920 'S' type open-top bus of the London General Omnibus Company. Designed by Bernard King, the full-colour card model has a wealth of detail which will also appeal to bus enthusiasts when made up into an attractive addition to a town scene model railway layout of the twenties.

Advertisements, livery, lining-out and 'GENERAL' fleet name are faithfully reproduced. As with all models in this series strict attention is being paid to the practicability of construction. Unlike some card cut-out models introduced on the market, the RIKO series is backed by over 30 years' bus model making experience in their design. Advanced drawing office/photo-mechanical techniques are also employed to ensure accuracy of final details.

The 'S' type's top-deck has a full complement of seats whilst the authentic route boards represent the No 23 route of the period. For those with that little extra patience there is the possibility of cutting out the windows of the lower deck. A length of thin cane is supplied for use as axles.

928 of these 54-seat buses were built and they served until the early thirties. Several of these card models could transform the usually deserted model street into an impressive and bustling scene.

Available from model shops at 23p. Distributed by Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts.

Matchbox Harrier

THIS MATCHBOX KIT is the third 1:72 scale Harrier to appear on the market, and at 26p is the cheapest. It contains 55 parts and markings for either a GR Mk 1 of No 3 Squadron RAF or an AV8A of the USMC's VMA-513. As with most Matchbox kits, this suffers from over-heavy engraving of panel lines, but this fault can be rectified with judicious use of body putty.

Kit dimensions and the overall shape are accurate but the tail fin will have to be rounded off slightly, as it is too pointed. The Airfix Harrier kit in 1:72 scale features partially opened intake side doors, the Frog one shows these merely by slightly raised panel lines, but the Matchbox kit depicts them as little square holes! As a result the serious modeller will have to block them in order to prevent an unrealistic see-through effect — OK on girls but not aircraft, please! The intake interiors also need filing out as the moulded sections provide an exaggerated



The Riko 'S' type bus.

tapering effect which results in an under-sized intake hole in front of the engine fan.

Rotating side nozzles are provided but the fit is rather loose and these should be cemented in place unless you are prepared to run the risk of losing them. Armament provided with the kit consists of two Matra pods (which should be black without the red noses shown on the box artwork) and two 1,000lb bombs but, surprisingly, no cannon pods.

Undercarriage doors and air brakes are modelled in the closed position, which is fine if you are assembling the model in 'flying' attitude on its stand, but not so good if you want it on the ground, since these doors normally hang down when the aircraft is at rest. The 'flip-flop' wheel doors only close partially for take-off and landing to protect the wheel bays from stones, etc.

The kit is moulded in the usual two colours necessitating undercoating before final painting, and all in all is not a recommended purchase in comparison with the other Harrier kits available in this scale, despite its price.

Tamiya accessories

THREE NEW 1:35 scale accessory sets from Tamiya are a sand bags set, containing 48 plastic 'sandbags', a barricade set containing 20 logs and 18 H-section girders with triangular brackets to make up to six barricades (though no 'barbed wire' is included), and a jerry can set containing parts for 18 jerry cans, four buckets with handles, three 'new' oil drums and three 'battered' drums. The latter is probably the most useful to AFV modellers but doubtless they will all find a place in diorama projects. Price of each of these sets is 35p from most good model shops or, in case of difficulty, from the importers, Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts.

At last — a Lincoln

GORDON SUTCLIFFE'S Contrail Models, the British vacuform company which has brought out many interesting and much needed kits in the last three years, has recently produced an extremely valuable model in 1:72 scale of the Avro Lincoln at £1.28 plus 28p postage.

As with several others in the range, alternative parts have been included to produce modifications to the original aircraft. Perhaps the most important to the model maker is the Mk 31, better known as the long-nosed Lincoln built in Australia and having extra crew accommodation.

Obviously the kit depends a lot on the Frog



Tamiya's set of four Russian infantry figures in 1:35 scale were first reviewed here several months ago, but not illustrated at the time. A good selection of interchangeable parts and a varied assortment of weapons make this set an exceptionally good buy at 33p.

Shackleton model and there are many parts that can be used from the injection moulded sample to make the job of construction easier. The engines, for example, are better adapted from the Frog kit as the moulding on the vacuformed model is not quite as sharp as its mass produced stablemate. Undercarriage legs and wheels can also be utilised.

Contrail Models have in their recent kits provided very well drawn instruction sheets and three-view plans. These contain all the necessary information for the building of the model and a camouflage drawing showing the main points worth noting. No precise detail is given but we commend the manufacturer for his attempts in this direction as their inclusion makes all the difference to the presentation of the product and act as a very useful guide for painting.

Avro Lincoln kits and details of the Contrail range are available from Sutcliffe Productions, The Orchard, Westcombe, Shepton Mallet, Somerset.

Samurai poster

ADMIRERS OF RAY LAMB'S superb Samurai figure (cast by Hinchliffe and marketed by Lynn Sangster at 3 Castle Street, Dover CT16 1JQ) will be pleased to hear that Lynn has now issued a special full-colour poster suitable for wall hanging depicting this magnificent model. Invaluable as a colouring guide for anyone constructing the kit, and fantastic value in its own right as a decoration for the home or modelling den, these posters cost £1.70 including postage from the above address. They are printed on top quality paper and come complete with stiffener across the top and cord to suspend them from.

Lindberg hot rod 'Exterminator'

THIS IS WITHOUT doubt one of the biggest kits to come our way, being a little over two feet long when completed. Moulded in red, green, chrome grey, and transparent glitter plastic, the kit also includes soft plastic pads, coloured wire for plug leads, nylon drive belts for the superchargers, clear fuel tube, electric motor, rubber brake tubes, and terylene webbing seat belts. Impressive?

Very. But there is no information about the prototype, if one exists, and the fact that the kit will build either a full-bodied single engined dragster, or a skeletal twin engined model, inclines me to believe that the kit is one of those imaginary beasts kitmakers occasionally come up with.

But the model is enormous fun to build. The electric motor drives the prop-shaft, which is connected by a pedal operated 'dog' clutch to the crown wheel and pinion in the rear axle. All very realistic. The very minimum of painting would make the engines look very fierce. The steering wheel really does operate the rather flimsy steering on the front wheels, which can either be spoked type, or stout slicks.

A monster kit at the monster price of £6.75, but recommended.

'Letter from America'

IN MANY CASES, new kit releases appear on the American market several weeks or months before they are available here. Knowledge of forthcoming releases can be a great help in warning modellers off a complicated conversion project or scratch-building task, since there is little point in attempting these if a commercial kit is going to be available shortly. On top of this, there is a special thrill in anticipating a particular kit, perhaps of a subject one has eagerly awaited for years. Accordingly, we have commissioned leading American modeller Thomas E. Young, Editor of *Model-Aire International*, to write an occasional column on the modelling scene as viewed from the shores of the Pacific. Here he gives us the 'gen' as of mid-June 1974.

The best news of 1974 for modellers in the US is the apparent return of Monogram to the aircraft field. Their release last year of a model of the Grumman F-14 Tomcat was blunted due to the poor quality of the model, which appeared to be based on the mock-up rather than the production aircraft. The releases this year are more like the old Monogram who brought out such fine 1:72 and 1:48 scale kits a few years back.

The North American F-82 Twin Mustang fills a big gap as it is one of a number of aircraft of the 1950s which are needed to

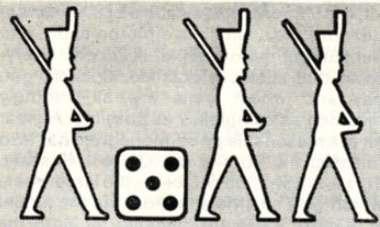
complete many collections. The Monogram kit, to 1:72 scale, has a couple of problems in the nose area, which is a bit too short, and the tail, but the overall kit is superb. Everything that shows is detailed. Cockpit, gun bay and wheel wells are all minutely moulded as completely as possible. A great kit at a reasonable price. Monogram has also released the Dornier Do 335 to 1:48 scale. This was a strange choice for the larger scale which gets so little attention, but the model is superb. Parts are included for both the single-seat and two-seat variants, and well-detailed engines are provided. Monogram was once the leader in 1:48 scale and if they keep up this type of work they shall be there again.

The new Jo Han kits have reached the market after a lengthy period of advertising and have been a bit disappointing in some respects. Three have been released so far (P-47, Bf 109 and A6M Zero) with varying degrees of success. The best is the P-47, but we shall compare this with the new Hasegawa release at a later date. The worst is the Bf 109, which appears to be a copy of the inaccurate Frog kit with lots of extra parts added. The Zero is nice, but not up to the quality of the Hasegawa releases of last year. It does have good parts for the Rufe floatplane variant, but we reserve judgment for the release of the Frog kit of this type. Planned for release this year are two-variant kits of the P-40, F4U Corsair and Messerschmitt Me 262.

Also planned for 1974 is a Martin B-10 to 1:72 scale from Williams Bros, and the continuing series of superb decals from Micro Scale to 1:72 and 1:32 scale.

Revell of Japan have released two more Second World War Japanese twins to 1:72 scale. The Kugisho P1Y Ginga and Nakajima Irving are both excellent kits with fine detail. The tiny company called Mania has released a kit containing two variants of the Mitsubishi Ki51 Sonia. These kits are hard to get but are truly superb with remarkable detail for 1:72 scale mouldings. Another double release comes from LS. There are two kits, one float and one land version, of the Yokosuka K5Y Willow trainer to 1:72 scale. Hasegawa has released a fine little Beech T-34 Mentor as the start of a series of modern Japanese Defense Force aircraft. They have also begun a series of Second World War fighter planes with the Nakajima Ki44 Tojo. Kawasaki Ki61 Tony and Republic P-47 Thunderbolt (turtle-deck variant). So far this looks like a very accurate and well-detailed series with a good future. Hasegawa has also released a superb 1:32 scale Boeing P-26 Peashooter in their series of 1920s-1930s aircraft in the big scale.

Moving away from aircraft, Fujimi have announced a T-34/76 and an Elephant as follow-ups to their Valentine (to be reviewed next month) in 1:76 scale, and the latter will certainly prove popular. In 1:35 scale Tamiya have an SAS jeep and an SdKfz 232 armoured car with frame aerial coming shortly, while Bandai are rapidly expanding their superb range of 1:48 scale AFV kits, and latest releases include a 155mm Gun Motor Carriage M12, Willys Jeep, Elephant, PzKpfw IVH, and Möbelwagen. More on all of these later.



news for the wargamer

Wargames convention

FURTHER DETAILS have now reached us of the National Wargames Convention which will be held on October 5 and 6 at the Co-Operative Educational Centre, Broad Street, Nottingham. The main event will be the senior team championships in the following periods: Ancient (WRG rules); Medieval (Gods Acre rules); 16th Century (Dave Millward rules); Napoleonic and ACW (Notts Wargame Assn rules) and WWII (Leicester rules). There will also be a junior team championship in Napoleonic, ACW and WWII periods. The organisers also intend to hold individual championships and demonstration games on Western gun fight, Strategy & Tactics board games, Middle Earth, Colonial and Samurai fighting.

As well as the usual large selection of trade stands and painting competitions, a continuous buffet will be run (soft drinks only, unfortunately). Competitors' entry fees are £1.50 which includes the cost of rules, while visitors' entrance fees will be 50p for both days or 30p for one day only. Entries in the painting competitions will be 10p, payable on the day.

All further details, and competition

entries, ticket orders etc, can be obtained from Mr R. P. Butler, 156 Huthwaite Road, Sutton-in-Ashfield, Notts NG17 2GX.

Miniature Figurines

A MINIATURE FIGURINES review is long overdue in *Airfix Magazine*, primarily due to difficulties encountered in their samples reaching us. However, we are pleased to say that in the last few weeks four or five heavy packets have at long last arrived, courtesy of the GPO. The main problem now is to do credit to the vast numbers of figures which have arrived, nearly 200 in all!

To start with, there are many figures which have been remoulded, especially those with spears and javelins. No longer can the age-old cry of 'telegraph poles' be taken seriously, since these weapons are now slender enough to keep the most ardent believers in piano wire happy! Some of the PB Range Javelinmen are exceptionally fine.

The English Civil War range has also undergone a complete facelift; previously existing figures have been completely remodelled, and a large number of additions have been made. Amongst the infantry figures, many of the recasts as well as the new-

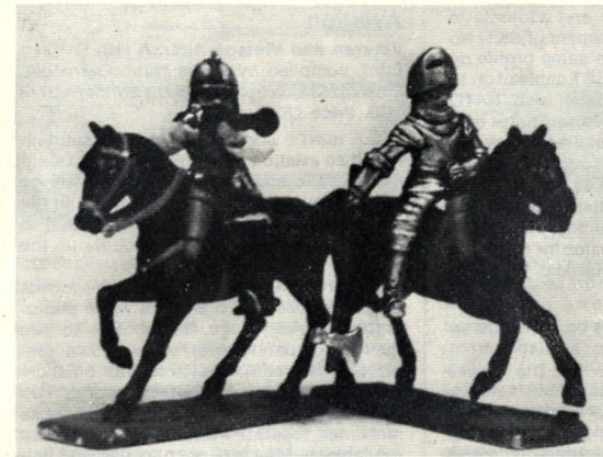
comers have some of the delicate undercuts between arms, body and equipment that until now have only been associated in 25 mm with Hinchliffe castings, and of these ECW 56, a Scottish musketeer, is perhaps the finest and worthy of a diorama base on his own.

Artillerymen are now better represented, with the addition of a powder barrel and six new crewmen, one of whom pushes a separate wheelbarrow of shot. The new cavalry and personality figures are also of excellent quality, though what really makes them are the recast horses — no longer the hollow-sided, large-headed mounts with the small behind, but truly proportioned beasts with large rump. Perfectionists may consider the new rumps rather too square, but they are easily shaped to a slightly more rounded contour with a few strokes of a file. The new cavalry figures are moulded with only stirrups attached, the saddles themselves now being cast as part of the horse figure.

Dwelling still on this era, followers of George Gush's series 'Renaissance Warfare' will be delighted with the new Minifig range of Renaissance figures, some of which have already appeared in George's articles. These figures, which will replace the existing Renaissance range, so far include Landsknechts, Swiss, French, English, Turks, Poles and Janissaries. Of these the Poles are the most unusual, the peasant in winter dress and the officer being particularly good castings, while the winged lancer will undoubtedly be the most popular. Others worthy of special mention include the Janissary arquebuser, French crossbowman and Landsknecht with two-handed sword, although all paint up into outstanding figures. The Landsknecht standard bearer is a delightfully jaunty figure.

The other new range will keep medieval period wargamers happy for some time to come. This is the Alexander Nevski line, an impressive array of some 40 figures, and any reader who has seen Eisenstein's oft-shown film on television or at the cinema will be just as taken with these figures as we are. Both Teutonic Knights and Russians are represented, together with a rather majestic Bishop who could be just what you've been looking for to complete that wargame chess set...? Bizarre helmet crests aside, most of the figures easily pass for standard 12th or 13th Century knights, thus filling a long-standing gap between the Norman Conquest and the Hundred Years War, and several of the Russians are usable as Napoleonic cossacks with only minor alteration. The Russian crossbowman is perhaps the best figure, cleverly cast so that his bow can be twisted to a horizontal plane after cutting away the supporting sprue.

Bound to appeal to a large and increasing number of fantasy wargamers, the Middle (Mythical?) Earth range continues to expand. Many of the figures received have now been out for some time already, but also included are a number not seen before, including a characteristically stupid-looking giant, man Orc with spear, Barrow Wight, Gondorean infantrymen, another true Orc, Elf cavalryman, a truly regal Elf King, and a further strip of Hobbits which includes,



Above left ECW Roundhead with blunderbuss and cuirassier with poleaxe. Above right Landsknecht standard bearer, Landsknecht with two-handed sword and Landsknecht drummer. Left Russian crossbowman and two Teutonic knights from the Alexander Nevski range. Right ECW Roundhead with musket and 'Prince Rupert'. Below left Janissary archer and Turkish spearman. Below ECW artilleryman with barrow and Scottish musketeer. Below right Gondorean citadel guard, Orc with sword and Southron spearman.



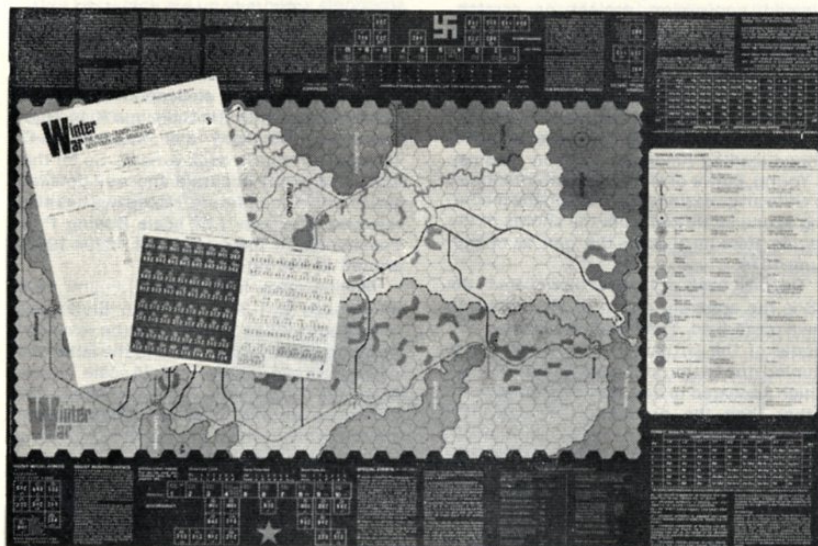
purists will be pleased to hear, a Hobbit archer. Other figures released earlier in the year have included more accurate Ents, plus Dunlanders, Haradrim and Southrons. Fifteen of the last 30 figures have been based on drawings supplied by *Airfix Magazine's* art editor, Ian Heath, and every figure in the range has been designed from sketches received from wargamers up and down the country — hence some of the discrepancies! This still has to be the most original range of wargame figures ever, with an endless

number of possibilities. We look forward to seeing the giant spider advertised in the latest Minifig price list, and what about a Mamuk, Neville?

To round things off, other figures too innumerable to mention individually have included an Indian War gun crew, a vast range of beautifully detailed Napoleonic marshals which will enable wargamers to appoint a senior officer to practically every battalion in their armies, aides de camp, and many other cavalry figures, including some

superb Polish lancer remoulds with really slender lances. The Minifig range of 15 mm Napoleonic is also being steadily expanded, and recent releases have included Russian grenadiers and Pavlov Guards, Prussian guardsmen, Bavarian infantry, British riflemen and many others. These small figures are rapidly catching on since they allow much greater numbers of men on the wargames table, and one of the main characteristics of most Napoleonic battles was the sheer number of units involved.

A typical S&T board game looks like this when taken out of the magazine. Visible is the playing map, surrounded by initial set-up and reinforcement boxes, combat results tables and other useful information which reduces the necessity for referring to the rules every five minutes; a set of die-cut cardboard counters representing the opposing units — in this case Russian and Finnish; and a folder of playing rules. 'Winter War' is an attractive game on an unusual topic and costs £3.55 including, of course, a copy of S&T magazine.



Other new figures include a beautiful Mongol lancer who is one of our real favourites and perhaps the best figure in the entire batch.

It is a pity that inflation has finally caught up with even Minifigs, since their 6½p and 7½p figures now cost 7p and 8p respectively, but even so they remain bargains. All in all, Miniature Figurines remain the most prolific of wargame figure manufacturers, with castings steadily improving in quality from excellent to outstanding. If these 200 figures represent only six months' work, it will be interesting to see what they have out by Christmas.

Strategy & Tactics

THE LATEST ISSUE of this superb American magazine for wargamers, No 42, includes two feature articles which will make it immensely popular, together with a complete wargame simulating a hypothetical conflict between Russia and China in the 1970s.

The first feature article, called 'The East is Red', is a meticulously researched piece outlining the possibilities and potential for a Sino-Soviet conflict, and includes notes on weapons, training, organisation and deployment of the opposing armies, a notoriously undocumented field due to the obvious difficulties in obtaining reliable information.

The second feature article is on Napoleon at Waterloo. Unfortunately this tells us little new, since the battle has been so thoroughly documented before, but there are useful charts listing the opposing orders of battle, potted biographies of the main personalities outlining their main military characteristics, and a couple of maps.

The game 'The East is Red' contains a hexagonal-gridded map of Manchuria, North China and parts of Siberia and Mongolia, marked out with terrain features such as rivers, mountains, railways and industrial complexes in the usual manner; plus a selection of die-cut cardboard counters representing armoured, infantry, aircraft and supply units etc, and a folder of playing rules. The game re-creates a fictional attack on China by the Soviet Union in the 1970s, and includes the potential for tactical nuclear strikes by the Soviet player and nuclear demolition by the Chinese. No particular units are depicted since the precise orders of battle are obviously unknown, but the strengths of the counters are in proportion to each other based on current Russian and Chinese military organisation and equipment.

Fictitious games of this type are probably less popular than those re-creating historical scenarios, since it is all rather like science fiction, but with the current build-up of tension on the Sino-Soviet border, this may prove more popular than most.

Strategy & Tactics magazine is available in Britain from Simulations Publications (UK), PO Box 46, Altrincham, Cheshire WA15 6PE, price £7.50 for six issues or £4 for three issues.

Hand in hand with S&T 42, we have received a copy of Moves magazine, a complementary publication which contains

notes, advice, corrections and addenda to the games supplied with copies of S&T. No 12 just received contains a game profile on 'Red Star/White Star', the S&T game of tactical combat between Russian and NATO forces in Europe in the 1970s, footnotes on a variety of other games, a detailed review and description of the game 'World War II', and various question and answer sections tackling readers' queries about S&T games. Moves is useful to the real board wargame fanatic but not such good value for money as S&T, even at £3.60 for six issues.

Sinai

'SINAI' IS THE latest separate board wargame published by S&T, and is available from Simulations Publications at the above address for £3.55. Game equipment includes a large fold-out map of the area of the Middle East around the Sinai Desert, including Israel and parts of Egypt, Jordan, Syria and the Lebanon etc, plus die-cut cardboard counters representing Israeli, Egyptian, Libyan, Russian, Syrian, Jordanian and Iraqi military units. The game rules include orders of battle and objectives for three main scenarios, representing the Arab-Israeli conflicts of 1956, 1967 and 1973, together with seven fictional scenarios re-creating — or should that be creating? — possible future campaigns of the mid-70s.

Due to its topicality and fast-moving simplicity, this game will probably become one of S&T's most popular. Anyone who has played any board games of this type before will be able to pick up the additional rules — in particular those dealing with Arab command inefficiency — with ease, and apart from these, the rules provide for movement and combat along traditional S&T/Avalon Hill lines.

An element of humour is creeping into some of these S&T games nowadays too, which makes for some amusing, if not historically accurate, situations. One in Sinai is the scenario which provides for Israel to be caught napping by a united Arab attack. Historically impossible, of course, and probably almost impossible in the future... but it's about the only thing which gives the Arabs an even chance! Good fun, good value for money, and some interesting tactical problems emerge which give one some insight into the problems of Middle Eastern warfare today.

Discovering Ancient Battles: Ancient Warfare, by Jeff Fletcher. Shire Publications Ltd, Cromwell House, Church Street, Princes Risborough, Aylesbury, Bucks. Price 40p.

THIS USEFUL LITTLE paperback seems to suffer less through its brevity than similar potted accounts so often do. Dealing with the period 500BC to the first decades of the first century AD, and concerning itself primarily with Greece, Persia, Macedonia, Carthage and Rome, the author has succeeded in maintaining his clear, informative style throughout, giving amongst other things a general survey of tactics and various campaigns. More attention is given to the four major battles, Plataea, Arbela, Cannae and the Teutoburger Wald, the first three with clear, simple maps. To round it off there is a useful beginner's bibliography.

Aviation

Veteran and Vintage Aircraft (4th Revised Edn), compiled by Leslie Hunt. Garnstone Press, 59 Brompton Road, London SW3 1DS. Price £5.25.

LESLIE HUNT'S V&V has become an institution in British aviation publishing ranking alongside Jane's, and the latest edition will be eagerly sought by all with an interest in the hundreds of preserved aircraft on display at museums and air shows throughout the world.

Containing no less than 336 large-format pages, with several black and white photographs on every page, this book is no less than a compendium of every known preserved, restored or replica aircraft on show to the public throughout the world. Full details are given on the majority of these machines, together with photographs where available, but the task of collecting and collating the material must be a mammoth task and for obvious reasons information is skimpy in some places. The British Isles receives the lion's share of attention, and this latest edition naturally kicks off with a detailed description of the machines on show at the new RAF Museum, Hendon, as well as other known and less well-known establishments such as Old Warden, Duxford, Southend etc. In many cases the addresses of the museums or airfields, and directions for reaching them are also given, so aviation enthusiasts holidaying in, say, Cambridgeshire, can find a variety of show-places to visit.

Canada and the United States also receive detailed attention, and the book will be equally valuable to enthusiasts in those countries as in the UK.

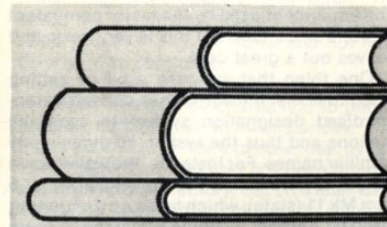
All in all this massive piece of research is an absolute 'must' for any aviation enthusiast's library, while the hundreds of photographs showing many rare and prototype aircraft will be especially valuable to modellers.

Duxford: its first year of war, by Michael J. F. Bowyer. Produced by the Committee of the East Anglian Aviation Society and available from EAAS, 35 Stirling Road, St Ives, Huntingdon PE17 4UU. Price 45p including postage.

THIS LITTLE BOOKLET by well-known aviation writer Michael Bowyer records the activities of Duxford's squadrons during the first year of the Second World War. Written in a lively and extremely readable manner, the book tells the story of Duxford's squadrons in their operations over France and the Low Countries during 1940, then in the defence of Cambridge during the early days of German night bombing attacks and later, of course, during the Battle of Britain. Duxford today is a very popular place for visitors because of the many top-quality preserved aircraft there, and this book will be of interest to visitors or general aviation historians.

A History of the Douglas Skyraider. British Aviation Research Group, available from Mr K. Dabies, 6 Ryde Gardens, Yateley, Nr Camberley, Surrey, GU17 7PX. Price £1.40.

THIS IS THE second volume in this series, the



books for modellers

first dealing with the Westland Wyvern. In 56 pages it details the story of the Skyraider in British naval service. 50 Skyraiders were supplied to the Royal Navy, and the photographs in this book excellently cover them all. There are drawings of the aircraft and the history of each machine is given in detail. Colour schemes, squadron histories, the histories of those machines which the Navy used are detailed prior to RN use and later by the Swedes.

The finish and presentation of the book is excellent, and it is printed on glossy paper. Clearly it is an enthusiasts' labour of love and if you enjoy such books then this one is worth acquiring.

Mediterranean Air War Vol 3, by Christopher Shores. Ian Allan Ltd, Terminal House, Shepperton, Middx. Price £3.60.

COMPLETING CHRIS SHORES' trilogy of the Mediterranean Air War is Volume 3 which has recently been released by Ian Allan Ltd. This volume follows the same pattern as the previous two in the series and covers the

Axis Air Forces from 1940 to 1945, following their fortunes from the earliest days of the war through Greece and Crete to the invasions of Sicily and Italy and finally defeat.

The first 126 pages take the reader through the excitement of the various campaigns outlining the successes and failures of the airmen concerned. The informative text is well supported by tables listing the strengths of the air forces in various campaigns and situations.

The pictures are of tremendous interest and must represent one of the biggest collection of Italian aircraft ever to appear together in one publication. There is plenty here for the enthusiast not only as far as markings and finishes are concerned but also ideas for dioramas and display of individual aircraft. At £3.60 the book is not cheap, but the quality both of its contents and printing makes it a worthwhile addition to any aviation enthusiast's bookshelf.

RAF Jet Bomber Flypast, by Philip J. R. Moyes. Ian Allan Ltd, Terminal House, Shepperton, Middx. Price £1.65.

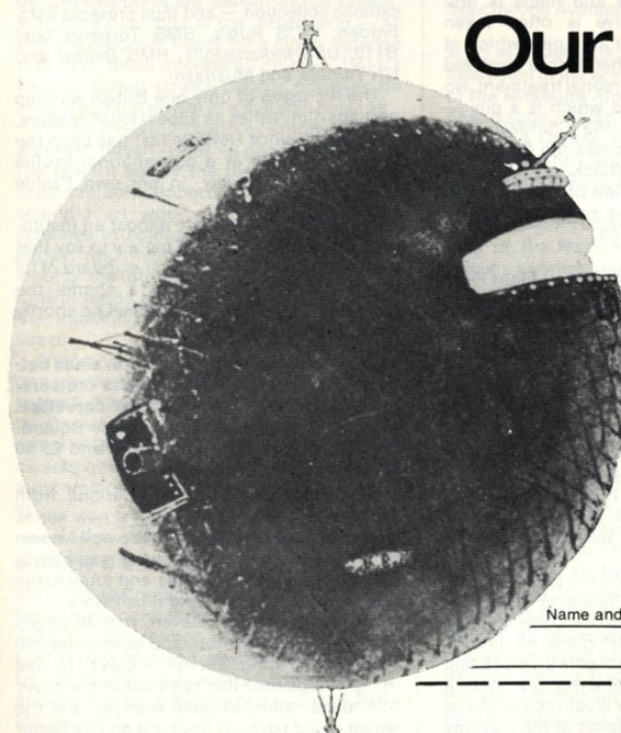
THIS BOOK FOLLOWS the same format as its predecessor, *Jet Fighter Flypast*, being a pot-pourri of mainly black and white photographs of jet bombers that have served with the Royal Air Force.

Containing just over 100 pictures of aircraft ranging from the Canberra, through the three V Bombers to the Buccaneer, this is an interesting book and although many of the pictures are familiar there are some which will be very useful to the modeller, especially those showing close-ups of aircraft and equipment. There are eight colour pictures of the types featured in the centre spread but these have little impact and do not appear to have been chosen with a great deal of thought.

At £1.65 this is an expensive way to obtain pictures most of which can be collected from various aviation magazines over a period of time and kept in a decent scrap book. But if you are a latecomer to the ranks of modelling and £1.65 does not cause you any great embarrassment, you could spend it on obtaining a publication which will be of some use.

Fw 190 A-8 Aircraft Handbook. Valkyrie Publications, Box 630, Stn B, Ottawa KIP 5P7, Canada. Price \$6.95.

THIS IS THE book for the keen student of Second World War aircraft, Fw 190 devotees in particular, as it is the translated contents of 17 official manuals on the 190 A-8 with supplementary details of the Revi 16B gunsight and on the aircraft's development. Some 140 pages (approx 8½" x 11") include over 170 drawings and photographs which go to



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describe this aircraft in intimate detail. This type of book is essential for the modeller who wants to include the lot or to make a cutaway display model as it covers all the coolant, oil, fuel, hydraulic and electrical systems, installations etc, as well as airframe construction, instrumentation and flying controls. Let us hope that more of this type of book will follow, not only on German aircraft but reprints of the manuals on American and British types too.

Aircraft in Profile, Volumes 12 and 13. Profile Publications Ltd, Coburg House, Sheet Street, Windsor, Berks. **Price £4.50 each.**

A CHANGE in policy by the publishers has resulted in volumes 12 and 13 containing details of six aircraft each and future policy indicates that similar volumes can be expected twice yearly. The format of Profiles should be well known to modellers and whether you collect them individually or in these handsome bound volumes, their usefulness cannot be denied. Each of the aircraft covered is illustrated with many interesting photographs, colour artwork of representative aircraft, and historical and technical details.

Volume 12 includes: Avro Lancaster Mk II (No 235), Mitsubishi A6M5/8 'Zero Sen' (Zeke 52) (No 236), Bristol F2B Fighter (RAF 1918-30) (No 237), Mikoyan MiG-21 'Fishbed/Mongol' (No 238), LTV (Vought) A-7AE Corsair II (No 239) and Fairey Barracuda Mk I-V (No 240).

Volume 13 deals with the Aichi D3A (Val) and Yokosuka D4Y (Judy) (No 241), IK Fighters (Yugoslavia 1930-40) (No 242), Avro (Hawker Siddeley) Shackleton Mk 1-5 (No 243), Caproni Reggiane Re 2001 Falco II, Re 2002 Ariete, and Re 2005 Sagittario (No 244), Boeing B-52A/H Stratofortress (No 245) and Supermarine Spitfire (Griffon) Mk XIV and XVIII (No 246).

Military

Small Arms Profile 16, Colt Percussion Revolvers. Profile Publications Ltd, Coburg House, Sheet Street, Windsor, Berks. **Price 55p.**

IN THE USUAL Profile manner the story of the early Colt revolvers is well told and up to the usual high standard. This Profile tells the story of the black powder, cap and ball revolvers that started the line that led to the famous Frontier Colts, though the latter are covered in a later part. All the very early models are in this Profile along with some illustrations of the prototype wooden mock-up so you can see that nothing is lacking in this tale of the most famous of all the pistols that won the West.

Men-at-Arms series, published by Osprey Publishing Ltd, PO Box 25, 707 Oxford Road, Reading RG3 1JB.

GOOD NEWS for military modellers and wargamers from Martin Windrow, editor of the highly successful series of Men-at-Arms titles. A circular recently received shows that this publisher is branching out adventurously into some of the less well-covered periods and armies of history. In the popular

Napoleonic period, future titles will include *Napoleon's Polish Allies*, at least three titles on *Napoleon's German Allies*, the Spanish Army, the Portuguese Army, Scandinavian armies and *Napoleon's Artillery*. Looking across the ocean, a number of new books on American military history will be appearing over the next couple of years, including one on the *American War 1812-14*, *The Army of the Potomac*, *The Army of Northern Virginia* and one on the American-Mexican War which will contain an extraordinary selection of rare early photographs.

Terry Wise, who needs no introduction here, will be contributing a title on *Medieval Armies* which we will all be pleased to see, while the series as a whole will gradually grow to include several more titles on the earlier periods of history, including one title on *The Landsknechts*.

British units are not neglected, and further titles from Osprey will include *The South Wales Borderers*, *The Greenjackets*, *The Boer War*, *The Sudan Campaigns* and *The Zulu War*.

A mouth-watering selection with something for virtually everyone — and not, apparently, by a long chalk the whole of Osprey's plans for 1974-5. We look forward to reviewing these with great interest.

Chindit, by Michael Calvert. Pan/Ballantine Illustrated History of World War II, Pan Books Ltd, 33 Tothill Street, London SW1. **Price 50p.**

THIS PAPERBACK is a most readable account of the operations of the Chindit formations behind the Japanese lines in Burma in 1944, by one of their principal commanders. The choice of photographs and maps is first class, and the narrative is often taken directly from the author's diaries, which at times obscures the other forces involved since they get far less personal treatment. No bibliography is included which is a pity — John Masters' *Beyond the Chindwin* and Bernard Fergusson's *Across the Chindwin*, both available in paperback, are essential reading for a balanced view of all the Chindit forces. Nevertheless, this new book can be very highly recommended.

A Pictorial History of Artillery — Light Field Guns, by Franz Kosar. Ian Allan Ltd, Terminal House, Shepperton, Middx. **Price £2.70.**

THE GERMAN EDITIONS of the Kosar Artillery books have been available for some time now but being written in German and selling at quite a high price, they have not been on general sale to the public. This has now been put right by Ian Allan who have translated the first volume into English. Any artillery enthusiast or modeller is recommended to have a good look at this little book for it is crammed with artillery information dating from about 1900.

The title of this first volume (several more are planned) is rather a misnomer for it covers light field guns up to 90 mm, howitzers up to 122 mm, and mountain guns. All nations are covered, and each gun gets a list of basic data, and 'remarks'. Not every gun gets a photo and some that are illustrated might as well not have been for some of the pictures are very poor. Included is a short summary of

the equipment used by the major combatant nations since 1900 but this is very basic and leaves out a great deal.

One thing that will take a bit of getting used to is that the author has chosen a standardised designation system to cover all nations and thus the system changes many familiar names. For instance, the well-known 25 pdr is here called the Gun Howitzer 87.6 mm Mk 11 (state), which takes a bit of getting used to. Another example is that the German 1e FH 18 becomes the Field Howitzer 105 mm M18. Not every gun is covered — you will search in vain for all the 18 pdr and 18/25 pdr variants, to reuse the earlier example — but even so the coverage is quite good. Where else will you find mention of such things as Turkish and Norwegian-made artillery and the guns that Serbia used in 1914? It is for this reason that we recommend this book as good value for money and an invaluable guide to the lighter side of artillery in this country. Despite its faults, it is still the best book of its type to be yet published in English.

Naval

Warships in Profile, Volume 3. Profile Publications Ltd, Coburg House, Sheet Street, Windsor, Berks. **Price £4.50.**

THE THIRD BOUND edition of Profile Warships is considerably reduced in content compared with Volumes 1 and 2, and comprises six subjects. The published price was originally £4, and in a foreword, the editor of the series (Antony Preston) advises us that future bound Profiles will follow the same six-pamphlet content as does this volume. It is, in fact, Profiles No 25 to 30 — a somewhat catholic collection — and thus presents SMS *Emden*, FF/S *Rubis*, SMS Torpedo boat B110, USS *Indianapolis*, HMS *Belfast* and IJN *Yamato* and *Mushashi*.

The inclusion of only one British warship perhaps diminishes its appeal to UK readers, particularly since HMS *Belfast* has been the subject not only of a conventional Profile but, more extensively, in her own Profile Book No 4.

Profiles themselves are almost an institution and so it is sufficient merely to say that this group maintains the high standard of its predecessors, though it is a shame the book's price has had to be raised so shortly after original publication.

Ensign 1 — King George the Fifth class battleships; Ensign 2 — Dido class cruisers; and Ensign 3 — Flower class corvettes. Bivouac Books Ltd, 104 Kilburn Square, London NW6. **Price £1.20, £1.50 and £1.80 respectively.**

THESE THREE soft-back publications from Bivouac Books are the first of a new series on British warships, and like the well-known Profiles — which they somewhat resemble in format — utilise the talents and knowledge of a group of authors and illustrators.

Ensign 1, by Allan Raven, has 36 pages with a centre throw-out, and covers the five ships of the King George V class. To see 'King George the Fifth' spelt out on the cover title made rather unusual reading, and the series could perhaps have got off to a better start had the cover and preface shown the

name ship rather than a later sister. The HACS Mk V directors reveal that the ship is either *Duke of York* or *Howe* and not *King George V* as captioned.

The devotee of technical detail may be confused when he compares text to photographic captions in some instances. One reads on one page for example, that by late 1941 Radar Type 285 had not been fitted to any High Angle directors, but on a later page finds that this is contradicted by a photo caption.

There are some lovely shots among the 45 photographs of the ships — enhanced by the generous format — but the pages are not numbered, nor can one readily detect which is a photograph available from the Imperial War Museum, and which is taken from the author's private collection.

Nevertheless, the splendid coloured throw-out in the centre showing four of the battleships in widely differing camouflage schemes, coupled with the tabulated armament changes and neat line drawings, make this pamphlet an invaluable acquisition both for the modeller and the naval enthusiast.

Ensign 2 deals with the Dido class cruisers, and to Alan Raven's credit, its preface immediately acknowledges the mistake made in the cover caption of the previous publication. In this pamphlet, Raven joins forces with H. T. Lenton, whose work in this field must be well known to all interested in warships of the Second World War. Again, there are any number of fine photographs in its 56 pages; and the throw-out centre plates are — for the ardent enthusiast, at least — alone worth the £1.50 which the booklet costs.

The camouflage schemes of seven Didos by John Roberts are shown in full colour, with tone drawings of the 'other' side — all that the modeller needs for a highly detailed replica of these interesting cruisers. Unless he is an expert scratch builder, however, he must await the arrival of a suitable basic kit.

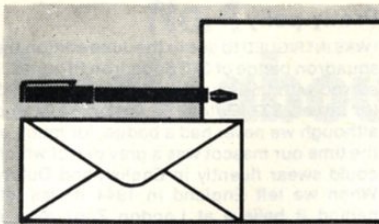
Ensign 3 — a joint effort by Antony Preston and Alan Raven — has 48 pages and follows the pattern set by the two earlier Bivouac products. John Roberts once again provides splendid art work with nine camouflage schemes in colour on the centre throwout pages; and this class of corvettes, alone among the others so far covered by the Ensign series, provides a good start point for the intending warship modeller in 1/600 scale.

Altogether, this looks like a most attractive and worthwhile series and we look forward to the fulfilment of the programme outlined by Bivouac Books that will cover a wide range of British warships. In particular those classes already available in kit form will be most welcome subjects for the ship modeller.

Author's competition

READERS ARE reminded that the closing date for entries in the Patrick Stephens Ltd £100 Author's Competition in August 1 1974, and that entries received after that date cannot be considered. Full competition rules have appeared in the previous two issues of *Airfix Magazine*.

AIRFIX magazine



letters to the editor

Bomber aircrew

I AM AT present engaged in compiling a Register of Operational Aircrew of Bomber Command who flew from UK bases in the Second World War. May I ask any of your readers who were so involved, if they would be kind enough to let me have the following details about their Operational career: full name, rank, squadron no(s), aircrew category, number of ops completed and when, crew list, and finally whether ever a POW, member of PFF, Caterpillar, or Goldfish Clubs, and any other relevant information, such as, 'dicey trips', all of which will be treated as confidential.

Patrick Mackle, 68 Albany, East Kilbride, Glasgow G74 3NL.

Clubs and events

WARGAMERS in the Cambridge area will be interested to know that the Cambridge Wargames Club meets on alternate Sunday afternoons at the CALA Centre, Warkworth Avenue (off Parkside). Membership costs £1 and admission is 10p per meeting. For further details contact Dave Balfour at 37 Beechwood Avenue, Bottisham, Cambridge.

ALSO IN CAMBRIDGE, AFV enthusiasts will be interested in the activities of the local branch of the Miniature Armoured Fighting Vehicle Association, which meets monthly, also in the CALA Centre. Further details are available from Chris Staples, 11 Whitehill Road, Cambridge CB5 8LT.

A NEW COMPANY has been formed by members of the Northern Aircraft Preservation Society to bring nearer the establishment of an aviation museum for the north of England and to extend the educational and charitable work of the Society. Previous achievements of the Society include the foundation of the British Aircraft Preservation Council and the aircraft preservation magazine *Control Column*.

The new company, called Aeroplane Collection Limited, will follow the NAPS policy of loaning aircraft for exhibition in other collections until such time as a new museum can be established. The company has recently acquired Gloster Meteor T7 WL332 which is one of the few survivors of the Meteors used for training in the Royal Navy. Other ACL machines on loan to various collections at the present time include an Avian, Rapide, Swallow, Vampire, Messenger, Saro Skeeter, replica Roe Triplane I and Mignet Pou du Ciel. For further information please contact Miss Jean Wyatt, 121 Grove Lane, Timperley, Altrincham, Cheshire.

Contributions

Letters to the editor selected for publication entitle the senders to each receive a free Airfix plastic construction kit, and the publication of photographs from readers is similarly rewarded. Airfix Products Ltd award the kits on the following scale:

ONE letter or photograph published is rewarded by any kit from Series 1-6 inclusive. For TWO letters or photographs any one kit up to and including Series 9 can be chosen, or alternatively two kits up to Series 6. For THREE contributions the entitlement is one kit up to Series 12 or three kits up to Series 6. Readers can make their choice on the special form which we send out after publication. The kits are supplied direct by Airfix Products Ltd.

Letters to the editor should be addressed to: the Editor, *Airfix Magazine*, Bar Hill, Cambridge, CB3 8EL. If a reply is wanted, a stamped addressed envelope (or International Reply Coupon) should be enclosed. All photographs submitted for consideration should be clearly labelled with the sender's name and address on the back of each.

Please note that while every effort is made to answer simple queries, *Airfix Magazine* is not a reference library, and complicated research cannot be undertaken for readers.

Opinions expressed by correspondents on this page are their own and do not necessarily reflect the views of the Editor or Airfix Products Ltd.

THE BRITISH MODEL Soldier Society opened its National Collection and Summer Exhibition at Dodington Hall, Codrington, Glos, recently. The exhibition contains a representative selection of the society's work and the many excellent figures on display are well worth seeing. For visitors, the Hall is located 200 yards north of the M4 at Junction 18 (A46 Bath/Stroud).

Indian cavalcade

AN EXHIBITION illustrating the Indian cavalry from its origins in the 18th Century, its development and in particular the dress and way of life of the men who served in it until the British departure from India in 1947, is currently being held at the National Army Museum, Royal Hospital Road, London SW3. The exhibition ends on September 29.

6 Squadron

WITH REFERENCE to Squadron Leader G. N. B. Miller's letter in the June issue, I would like to confirm some of the points. I was with 6 Squadron in June 1946 when we were equipped with Spitfire Mk IXs (and one clipped-wing version JVC) and Hurricane Mk IVs (rocket firing) stationed at Ein Shemer, Palestine. Then in approximately August or September 6 Squadron moved to Nicosia,

Cyprus, where we joined 213 Squadron equipped with Mustang IVs which they kept up until February 1947. About December 1946, 6 Squadron was equipped with Tempest Mk Vs, while the Spitfires and Hurricanes were sent to Greece where they participated in the civil war which was going on at that time. I was stationed with 32 Squadron in March 1946 at Aqir, Palestine, where we had Spitfire XIs.

J. Cain, Wirral, Cheshire.

SCAT mounting

THE SCAT TWIN GPMG mounting mentioned in the June 'In the field' article was designed by the Infantry Trials and Development Unit at Warminster, which is responsible for evaluation of a wide range of actual or potential infantry equipment under service conditions.

Recently the magazine *Soldier* featured an article on the ITDU in which the mounting was mentioned: it was designed for cheapness of manufacture and the initials 'SCAT' are therefore supposed to stand for 'Shouldn't Cost A Tenner'.

M. P. Connor, Redhill, Surrey.

Many thanks to all the other readers who have also given us this information — unfortunately we can't print every letter we receive on the same subject, and it is a case of first come, first served. However, we would still like to hear from anyone who can reliably inform us whether the above designation is official or unofficial, and whether the initials have a different meaning. Ed.

Pretty polly

I WAS INTRIGUED to see in the June edition of the squadron badge of 322 Squadron RNethAF. I served with this squadron from 1942 to 1945 (or rather, 322 (Dutch) Squadron RAF), and although we never had a badge, for much of the time our mascot was a grey parrot which could swear fluently in English and Dutch. When we left England in 1944 it was left behind (I believe at London Zoo). Was it recovered when the RNethAF was reformed or is the badge a reincarnation of Polly?

R. C. Martin, London.

Query answered

WITH REFERENCE to John Rixon's article on detailing Monty's Humber in the June issue, the automatic weapon in the folds of the hood is a US M1 Carbine (not to be confused with the M2 'Garand' rifle). A 1:35 scale replica of this can be found in Tamiya's US Infantry set.

Tim Rudge, Basingstoke.

Mossie supporters

A MOSQUITO SUPPORTERS' society has been formed to help administer and maintain the existing and proposed exhibits at the Mosquito Aircraft Museum, Salisbury Hall, London Colney — on the A6 near St Albans, Herts. The idea of the society is not only to provide financial support for the museum, which includes the prototype Mosquito W4050 (which was designed and built at



Salisbury Hall), but also to provide a nucleus of enthusiasts who would be available to keep the exhibits in good condition, undertake restoration, maintain and improve the facilities and administer the society.

Membership is open to all for a subscription of £1 per year for those over 18 or 50p for younger enthusiasts, full details being available from P. J. Birtles, Salisbury Hall, London Colney, Nr St Albans, Herts. Intending visitors should note that Salisbury Hall is open on Sundays until October 1 all day, on Thursdays until October 1 between 2 and 6 pm, and on Bank Holiday Mondays from 10.30 to 12.30 am and 2 to 5.30 pm.

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No.4 What do you know about the police?

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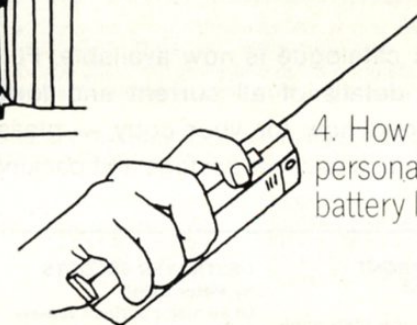
2. Do policemen who stand outside No. 10 Downing Street come from a specialised branch of the police force?



3. What does a blue band round a police cap denote?



4. How long does a personal radio battery last?



5. Would you ever see a policeman dressed like this?



This is the fourth in a series depicting the background, present-day working and development of Britain's police. If you missed any previous ones and would like copies, or would like further information about the police, please write to: Police Quiz, Dept T39, Home Office, London SW1A 2AP.

1. Yes, in an emergency.
2. No, it's a normal part of police work.
3. The wearer, aged 16-18 is a cadet.
4. Approximately 1 year—they are, of course, rechargeable.
5. Yes, a number of police forces have underwater search units.

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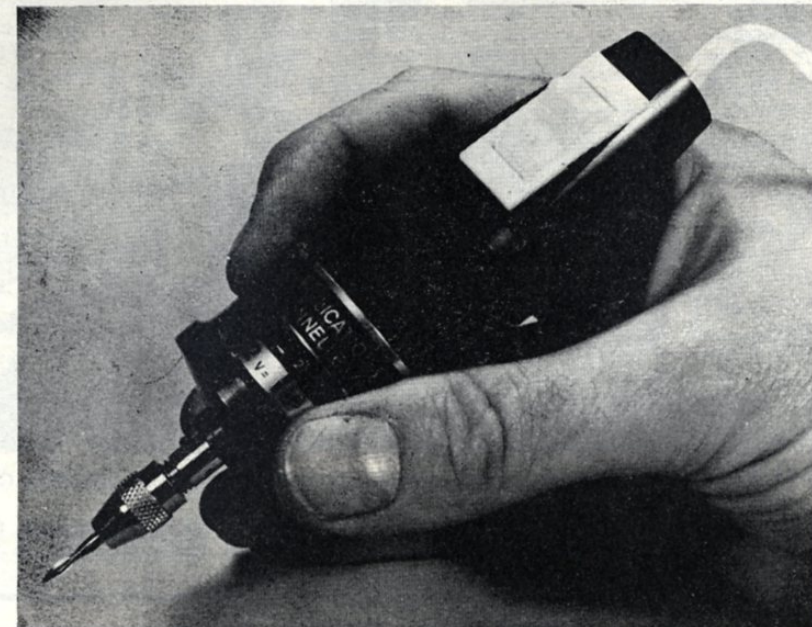
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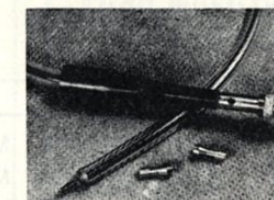
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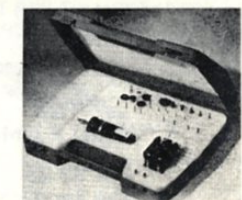
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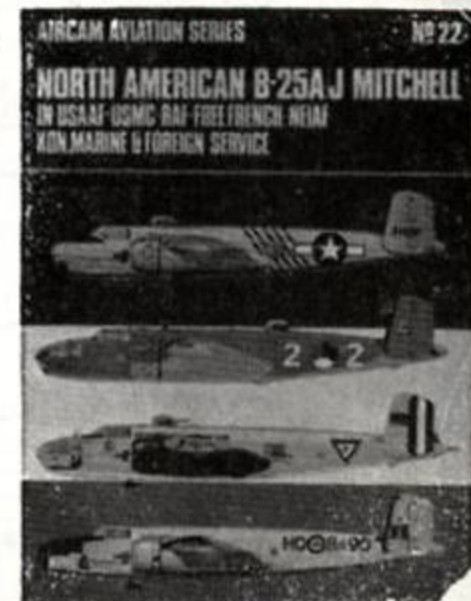
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